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PART I

FEDERAL REGISTER

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TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 6482]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

CHICAGO BOARD CO. ET AL.

Subpart—*Using, selling, or supplying lottery devices:* § 13.2475 *Devices for lottery selling.*

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, R. B. James and Patrick Zurla trading as Chicago Board Company, Chicago, Ill., Docket 6482, June 4, 1957]

In the Matter of R. B. James and Patrick Zurla, Individuals and Co-partners, Trading as Chicago Board Company

ing examiner on the complaint of the Commission charging two co-partners in Chicago with selling and distributing in commerce devices designed and intended to be used in the sale and distribution of merchandise to the public by means of games of chance.

Following hearings in due course and submission by counsel of proposed findings and conclusions, the hearing examiner made his initial decision and order to cease and desist from which respondents appealed. On review the Commission denied the appeal and on June 4 adopted as its own the findings, conclusions, and order of the hearing examiner.

The order to cease and desist is as follows:

It is ordered, That respondents R. (Ruby) B. James and Patrick Zurla, individuals and co-partners, trading as Chicago Board Company or under any other trade name or names, their representatives, agents and employees, directly or through any corporate or other device, do forthwith cease and desist from:

This issue is divided into two parts. Part II contains a revision of Part 609 of Title 14, Chapter II, of the Code of Federal Regulations, as of February 16, 1957.

Selling or distributing in commerce, as "commerce" is defined in the Federal Trade Commission Act, pushcards, punchboards, or other devices which are designed or intended to be used in the sale or distribution of merchandise to the public by means of a game of chance, gift enterprise or lottery scheme.

By "Final Order", report of compliance was required as follows:

It is ordered, That the respondents, R. B. James and Patrick Zurla, shall, within sixty (60) days after service upon them of this order, file with the Commission a report, in writing, setting forth in detail the manner and form in which they have complied with the order contained in said initial decision.

Issued: June 4, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 57-5657; Filed, July 11, 1957; 8:48 a. m.]

[Docket 6634]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

C. H. STUART & CO., INC., ET AL.

Subpart—*Advertising falsely or misleadingly:* § 13.170 *Qualities or properties of product or service;* § 13.175 *Quality of product or service;* § 13.195 *Safety;* § 13.260 *Terms and conditions.* Subpart—*Furnishing means and instrumentalities of misrepresentation or deception:* § 13.1055 *Furnishing means and instrumentalities of misrepresentation or deception.* Subpart—*Misrepresenting oneself and goods*—Business status, advantages or connections: § 13.1535 *Qualifications:* [*Misrepresenting oneself and goods*]—Goods: § 13.1595 *Condition of goods;* § 13.1660 *Individual attention;* § 13.1710 *Qualities or properties;* § 13.1725 *Refunds.* Subpart—*Securing orders falsely, misleadingly or improperly:* § 13.2170 *Securing orders falsely, misleadingly or improperly.*

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(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, C. H. Stuart & Co., Inc., et al., Newark, N. Y., Docket 6634, June 7, 1957]

In the Matter of C. H. Stuart & Co., Inc., a Corporation, and Charles W. Stuart, Leslie J. Engleson, T. Spencer Knight, Ernest E. Severson, Paul D. Newton, Lyman K. Stuart, Marshall E. Livingston, and William H. Newton, Individually and as Officers of Said Corporation; and C. W. Stuart & Co., a Corporation, and Bernald C. Bush, Maynard E. Durei, Leslie J. Engleson, Lyman K. Stuart, Jr., Leslie P. Akenhead, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and Arthur N. Christy, Individually and as Officers of Said Corporation; and William C. Moore & Co., a Corporation, and John B. Keane, Michael J. O'Neill, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and T. Spencer Knight, Individually and as Officers of Said Corporation, and Quaker Hill, Incorporated, a Corporation, and Earl F. Milligan, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and T. Spencer Knight, Individually and as Officers of Said Corporation; and Knight & Bostwick, a Corporation, and Richard G. Vickery, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and T. Spencer Knight, Individually and as Officers of Said Corporation; and Empire Nursery Products Co., Inc., a Corporation, and Henry F. Robbins, Robert H. Hamilton, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and T. Spencer Knight, Individually and as Officers of Said Corporation

This proceeding was heard by a hearing examiner on the complaint of the Commission charging six affiliated companies, with offices at the same address in Newark, N. Y., with representing falsely the plant-growing qualities of their chemical fertilizer "Gold Medal Plant Food"; representing their door-to-door salesmen falsely as qualified professional horticulturalists qualified to prepare expert landscaping plans and furnishing continuing service to customers; and variously misrepresenting the terms and conditions of purchases, and the size, hardiness, quality, etc., of their nursery stock.

Following approval of an agreement between the parties containing a consent order, the hearing examiner made his initial decision and order to cease and desist which became on June 7 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondents C. H. Stuart & Co., Inc., a corporation, and Charles W. Stuart, Leslie J. Engleson, T. Spencer Knight, Ernest E. Severson, Paul D. Newton, Lyman K. Stuart, Marshall E. Livingston, and William H. Newton, individually and as officers of said corporation, and C. W. Stuart & Co., a corporation, and Bernald C. Bush, Maynard E. Durei, Leslie J. Engleson, Lyman K. Stuart, Jr., Leslie P. Akenhead, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and Arthur N. Christy, individually and as officers of said corporation, and William C. Moore & Co., a corporation, and John B. Keane, Michael J. O'Neill, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and T. Spencer Knight, individually and as officers of said corporation, and Quaker Hill, Incorporated, a corporation, and Earl F. Milligan, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and T. Spencer Knight, individually and as officers of said corporation, and Knight & Bostwick, a corporation, and Richard G. Vickery, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and T. Spencer Knight, individually and as officers of said corporation, and Empire Nursery Products Co., Inc., a corporation, and Henry F. Robbins, Robert H. Hamilton, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and T. Spencer Knight, individually and as officers of said corporation, respondents herein, and respondents' representatives, agents or employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of nursery stock, fertilizer, or planting material in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

(1) Representing, directly or indirectly by representation, depiction or otherwise, that:

(a) Application of a chemical fertilizer designated "Gold Medal Plant Food", or any other product containing substantially the same ingredients or possessing substantially the same properties, will prevent plants from becoming stunted or from shriveling or dying under any circumstances, or due to any conditions other than when such are caused by a lack of fertilizer;

(b) The dipping of plants into a liquid solution of such fertilizer will assure growth or will bring about an immediate or marked increase in rate of growth;

(c) The use of such fertilizer will never result in burning to plant life;

(d) Their salesmen are qualified to render professional or expert landscaping or horticultural advice or service, when such is not the fact;

(e) The planting sketches prepared by their salesmen are professional or expert landscaping plans designed to conform to the physical features of the prospect's particular tract of land or that the landscaping effect produced therefrom will be individually distinctive;

(f) Their salesmen will furnish continuing or future guidance, advice, service or assistance to purchasers in following the planting sketch or in planting or caring for the nursery stock ordered from respondents, when such is not the fact;

(g) The nursery stock ordered from respondents will be received by the prospect during the planting season, unless such is the fact;

(h) The nursery stock will be received by the customer during desirable planting weather, unless such shipment is actually scheduled on the basis of United States Weather Bureau predictions;

(i) The nursery stock received by the customer which fails to grow or bloom will be replaced without expense to the customer;

(j) The customer's order may be canceled without cost to the customer;

(k) The price of the nursery stock sold by respondents is lower or no more than that charged by local nurserymen, when such is not the fact;

(2) Allowing their salesmen to utilize any literature, instruments or other materials, placed in their hands by respondents, in such manner as to pass themselves off as experts or professionals in landscaping or horticulture;

(3) Misrepresenting, directly or indirectly, the size, condition, physical characteristics, hardiness, appearance, quality, blooming, fruiting, or growth habits of the nursery stock sold by respondents.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That respondents C. H. Stuart & Co., Inc., a corporation, and Charles W. Stuart, Leslie J. Engleson, T. Spencer Knight, Ernest E. Severson, Paul D. Newton, Lyman K. Stuart, Marshall E. Livingston, and William H. Newton, individually and as officers of said corporation, and C. W. Stuart & Co., a corporation, and Bernald C. Bush, Maynard E. Durei, Leslie J. Engleson, Lyman K. Stuart, Jr., Leslie P. Akenhead, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and Arthur N. Christy, individually and as officers of said corporation, and William C. Moore & Co., a corporation, and John B. Keane, Michael J. O'Neill, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and T. Spencer Knight, individually and as officers of said corporation, and Quaker Hill, Incorporated, a corporation, and Earl F. Milligan, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and T. Spencer Knight, individually and as officers of said corporation, and Knight & Bostwick, a corporation, and Richard G. Vickery, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and T. Spencer Knight, individually and as officers of said corporation, and Empire Nursery Products Co., Inc., a corporation, and Henry F. Robbins, Robert H. Hamilton, Paul D. Newton, Lyman K. Stuart, Frederick W. Wenban, and T. Spencer

Knight, individually and as officers of said corporation, shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: June 7, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 57-5647; Filed, July 11, 1957; 8:46 a. m.]

[Docket 6683]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

KAYE-BEN CO., INC., ET AL.

Subpart—*Advertising falsely or misleadingly:* § 13.235 *Source or origin:* maker or seller, etc.: *Fur Products Labeling Act.* Subpart—*Concealing or obliterating law required and informative marking:* § 13.516 *Fur products tags or identification.* Subpart—*Invoicing products falsely:* § 13.1108 *Invoicing products falsely:* Fur Products Labeling Act. Subpart—*Misbranding or mislabeling:* § 13.1212 *Formal regulatory and statutory requirements:* Fur Products Labeling Act. Subpart—*Neglecting, unfairly or deceptively, to make material disclosure:* § 13.1845 *Composition:* Fur Products Labeling Act; § 13.1852 *Formal regulatory and statutory requirements:* Fur Products Labeling Act; § 13.1865 *Manufacture or preparation:* Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U. S. C. 45, 69f) [Cease and desist order, Kaye-Ben Company, Inc., et al., Houston, Tex., Docket 6683, June 1, 1957]

In the Matter of Kaye-Ben Company, Inc., a Corporation, Richard I. Kaye, Individually and as President of Said Corporation, Zusman Bensky, Individually and as Vice President of Said Corporation, and Alex Segall, Individually and as Secretary-Treasury of Said Corporation; and Isadore Bergman and Harry Bergman, Individually and as Copartners Trading as Forman's Fine Furriers

This proceeding was heard by a hearing examiner on the complaint of the Commission charging two furriers in Houston, Tex., with violating the Fur Products Labeling Act by mutilating labels attached to fur products and by failing to label certain products as required; by false invoicing; and by false advertising in newspapers which failed to give the correct name of the animal producing certain furs and to disclose when furs were artificially colored, and which represented falsely that fur products were from a liquidating business.

Following approval of an agreement containing consent order, the hearing examiner made his initial decision and order to cease and desist which became on June 1 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondents Kaye-Ben Company, Inc., a corporation, and its officers, and Richard I. Kaye, Zusman Bensky, and Alex Segall, individually and as officers of said corporation, and Isadore Bergman and Harry Bergman, individually and as copartners trading as Forman's Fine Furriers, or trading under any other name, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising, or offering for sale in commerce, or the transportation or distribution in commerce, of any fur product, or in connection with the sale, advertising, offering for sale, transportation or distribution of any fur product which is made in whole or in part of fur which has been shipped and received in commerce, as "commerce", "fur" and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Mutilating, or causing the mutilation, or participating in the mutilation of labels required to be affixed to fur products, prior to the time fur products are sold and delivered to the ultimate purchaser of such products.

B. Misbranding fur products by failing to affix labels to fur products showing:

(a) The name or names of the animal or animals producing the fur or furs contained in the fur product as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations;

(b) That the fur product contains or is composed of used fur, when such is a fact;

(c) That the fur product contains or is composed of bleached, dyed or otherwise artificially colored fur, when such is a fact;

(d) That the fur product is composed in whole or in substantial part of paws, tails or flanks, when such is a fact;

(e) The name, or other identification issued and registered by the Commission, of one or more persons who manufactured such fur product for introduction into commerce, introduced it into commerce, sold it in commerce, advertised or offered it for sale in commerce, or transported or distributed it in commerce;

(f) The name of the country of origin of any imported furs used in the fur product.

C. Falsely or deceptively invoicing fur products by:

1. Failing to furnish invoices to purchasers of fur products showing:

(a) The name or names of the animal or animals producing the fur or furs contained in the fur product, as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations:

(b) That the fur product contains or is composed of used fur, when such is a fact;

(c) That the fur product contains or is composed of bleached, dyed or otherwise artificially colored fur, when such is a fact;

(d) That the fur product is composed in whole or in substantial part of paws, tails, bellies, or waste fur, when such is a fact;

(e) The name and address of the person issuing such invoice;

(f) The name of the country of origin of any imported fur contained in a fur product.

D. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement or notice which is intended to aid, promote or assist, directly or indirectly, in the sale or offering for sale of fur products, and which fails to disclose:

(a) The name or names of the animal or animals producing the fur or furs contained in the fur products as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations;

(b) That the fur products contain or are composed of bleached, dyed, or otherwise artificially colored fur, when such is a fact.

E. Represents directly or indirectly that any fur products are from the stock of a business in a state of liquidation, contrary to fact.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: May 31, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 57-5656; Filed, July 11, 1957; 8:48 a. m.]

[Docket 6722]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

YALE BELT CORP. ET AL.

Subpart—*Furnishing means and instrumentalities of misrepresentation or deception:* § 1056 *Preticketing merchandise.*[1] Subpart—*Misbranding or mislabeling:* § 13.1280 *Price.* Subpart—*Misrepresenting oneself and goods—Prices:* § 13.1810 *Fictitious marking.*

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, Yale Belt Corporation et al., New York, N. Y., Docket 6722, June 1, 1957]

In the Matter of Yale Belt Corporation, a Corporation, Bernard Krasnow Leonard Krasnow, and Bert Krasnow, Individually and as Officers of Said Corporation

This proceeding was heard by a hearing examiner on the complaint of the Commission charging a manufacturer in New York City with preticketing ladies', men's, and boys' belts with exaggerated and fictitious price figures.

---

[1] New.

Following an agreement between the parties containing a consent order, the hearing examiner made his initial decision and order to cease and desist which became on June 1 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That the respondents Yale Belt Corporation, a corporation, and its officers; Bernard Krasnow, Leonard Krasnow and Bert Krasnow, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale, or distribution in commerce, as "commerce" is defined in the Federal Trade Commission Act, of belts or other articles of merchandise, do forthwith cease and desist from:

1. Representing, by pre-ticketing or in any manner, that certain amounts are the usual and regular retail price of their products when such amounts are in excess of the prices at which their products are usually and regularly sold at retail.
2. Putting into operation any plan whereby retailers or others may misrepresent the regular and usual retail price of merchandise.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: May 31, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 57-5658; Filed, July 11, 1957; 8:48 a. m.]

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter III—Foreign and Territorial Compensation

[Dept. Reg. 108.321]

PART 325—ADDITIONAL COMPENSATION IN FOREIGN AREAS

DESIGNATION OF DIFFERENTIAL POSTS

Section 325.11 *Designation of differential posts*, is amended as follows, effective on the dates indicated:

1. Effective as of the beginning of the first pay period following July 13, 1957, paragraph (b) is amended by the deletion of the following:

Bangkok, Thailand.
Belise, British Honduras.
Brazil, all posts in states and territories other than those named under Brazil above except Belo Horizonte, Curitiba, Fazenda Ipanema, Porto Alegre, Recife (Pernambuco), Rio de Janeiro, Salvador (Bahia), Santos and Sao Paulo.
India, all posts except Bangalore, Bhopal, Bombay, Calcutta, Chandigarh, Gwalior, Hazaribagh, Hyderabad, Izatnagar, Kotah, Lucknow, Ludhiana, Madras, Nabha, Nagpur, New Delhi, Simla, Trivandrum, Udaipur and Vellore.
Iran, all posts except Ahwaz, Isfahan, Kerman, Khorramshahr, Shiraz and Tehran.

2. Effective as of the beginning of the first pay period following July 13, 1957, paragraph (c) is amended by the deletion of the following:

Fazenda Ipanema, Brazil.

3. Effective as of the beginning of the first pay period following July 13, 1957, paragraph (d) is amended by the deletion of the following:

Port-au-Prince, Haiti.

4. Effective as of the beginning of the first pay period following May 19, 1956, paragraph (a) is amended by the addition of the following:

Chichi Jima, Bonin Islands.

5. Effective as of the beginning of the first pay period following February 23, 1957, paragraph (a) is amended by the addition of the following:

Chiquimula, Guatemala.

6. Effective as of the beginning of the first pay period following July 13, 1957, paragraph (a) is amended by the addition of the following:

Dezful, Iran.
Khaneh, Iran.
Padang, Indonesia.
Pipri, India.
Rajkot, India.

7. Effective as of the beginning of the first pay period following July 13, 1957, paragraph (b) is amended by the addition of the following:

India, all posts except Bangalore, Bhopal, Bombay, Calcutta, Chandigarh, Gwalior, Hazaribagh, Hyderabad, Izatnagar, Kotah, Lucknow, Ludhiana, Madras, Nabha, Nagpur, New Delhi, Pipri, Rajkot, Simla, Trivandrum, Udaipur and Vellore.
Iran, all posts except Ahwaz, Dezful, Isfahan, Kerman, Khaneh, Khorramshahr, Shiraz and Tehran.

8. Effective as of the beginning of the first pay period following July 13, 1957, paragraph (c) is amended by the addition of the following:

Bangkok, Thailand.
Belize, British Honduras.
Brazil, all posts in states and territories other than those named under Brazil above except Belo Horizonte, Curitiba, Porto Alegre, Recife (Pernambuco), Rio de Janeiro, Salvador (Bahia), Santos and Sao Paulo.
Port-au-Prince, Haiti.

(Sec. 102, Part I, E. O. 10000, 13 F. R. 5453, 3 CFR, 1948 Supp.)

For the Secretary of State,

I. W. CARPENTER, Jr.,
Assistant Secretary-Controller.

JULY 3, 1957.

[F. R. Doc. 57-5677; Filed, July 11, 1957; 8:51 a. m.]

TITLE 6—AGRICULTURAL CREDIT

Chapter III—Farmers Home Administration, Department of Agriculture

Subchapter D—Soil and Water Conservation Loans

[FHA Instruction 442.1]

PART 351—POLICIES AND AUTHORITIES

REDELEGATION OF LOAN APPROVAL AUTHORITY

Section 351.2 (g) of Title 6, Code of Federal Regulations (20 F. R. 1965, 21 F. R. 9757, 9759), is hereby amended to change the limitations upon the State Director's authority to redelegate loan approval authority to State and County Office employees, and to read as follows:

§ 351.2 *Loans to individuals*. * * *

(g) *Loan approval authority*. State Directors are authorized to approve Soil and Water Conservation loans to eligible applicants if they meet administrative requirements. The State Director is authorized to redelegate loan approval authority to:

(1) Qualified State Office employees.

(2) Qualified County Supervisors and GS-7 Assistant County Supervisors, provided the borrower's principal indebtedness for Soil and Water Conservation loans (including prior Water Facilities loans) will not exceed $10,000.

(R. S. 161, sec. 6, 50 Stat. 870, sec. 10, 68 Stat. 735; 5 U. S. C. 22, 16 U. S C 590w, 590x-3)

Dated: July 8, 1957.

[SEAL] K. H. HANSEN,
Administrator,
Farmers Home Administration.

[F. R. Doc. 57-5673; Filed, July 11, 1957; 8:50 a. m.]

Chapter IV—Commodity Stabilization Service and Commodity Credit Corporation, Department of Agriculture

Subchapter B—Loans, Purchases, and Other Operations

PART 464—TOBACCO

SUBPART—1957 TOBACCO LOAN PROGRAM

FLUE-CURED TOBACCO, TYPES 11-14; ADVANCE SCHEDULE

Set forth below is schedule of advance rates, by grades, for the 1957 crop of types 11-14, flue-cured tobacco, under the tobacco loan program formulated by Commodity Credit Corporation and Commodity Stabilization Service, published 22 F. R. 4777.

§ 464.912 *1957 Crop—Flue-cured Tobacco, Types 11-14, Advance Schedule.*[1]

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[1] The advance rates listed above are applicable only to tied flue-cured tobacco identified on a "Within Quota" (white) marketing card; rates for untied flue-cured tobacco similarly identified are five dollars ($5.00) per hundred pounds less for each grade than for tied tobacco; and rates for tobacco identified on a "Limited Support—Within Quota" (blue) marketing card are 50 percent of the applicable rates for tobacco iden-

[Dollars per hundred pounds, farm sales weight]

Grade	Advance rate	Grade	Advance rate
A1L	76.12	H5F	60.12
A2L	73.12	H6F	52.12
A1F	76.12	H3R	61.12
A2F	73.12	H4R	56.12
A1R	70.12	H5R	48.12
A2R	65.12	H6R	40.12
B1L	68.12	C1L	72.12
B2L	66.12	C2L	70.12
B3L	63.12	C3L	67.12
B4L	58.12	C4L	66.12
B5L	53.12	C5L	63.12
B6L	46.12	C1F	72.12
B1F	68.12	C2F	70.12
B2F	66.12	C3F	67.12
B3F	63.12	C4F	66.12
B4F	59.12	C5F	63.12
B5F	53.12	C3LL	60.12
B6F	46.12	C4LL	58.12
B1R	64.12	C5LL	54.12
B2R	61.12	C4LV	60.12
B3R	56.12	C5LV	55.12
B4R	50.12	C4KL	52.12
B5R	43.12	C5KL	47.12
B6R	36.12	C4KF	55.12
B3S	48.12	C5KF	50.12
B4S	40.12	C5KR	52.12
B5S	34.12	C4M	53.12
B6S	27.12	C5M	50.12
B4D	34.12	X1L	66.12
B5D	29.12	X2L	65.12
B6D	24.12	X3L	62.12
B1LL	62.12	X4L	55.12
B2LL	60.12	X5L	44.12
B3LL	57.12	X1F	66.12
B4LL	53.12	X2F	65.12
B5LL	47.12	X3F	62.12
B3LV	60.12	X4F	55.12
B4LV	55.12	X5F	44.12
B5LV	49.12	X1LL	58.12
B3FV	60.12	X2LL	57.12
B4FV	55.12	X3LL	53.12
B5FV	49.12	X4LL	47.12
B4KL	43.12	X5LL	35.12
B5KL	35.12	X3LV	51.12
B6KL	24.12	X4LV	43.12
B4KF	46.12	X3FV	51.12
B5KF	40.12	X4FV	43.12
B6KF	32.12	X4KL	42.12
B4M	42.12	X5KL	32.12
B5M	36.12	X4KF	42.12
B6M	25.12	X5KF	33.12
B4KN	49.12	X3M	46.12
B5KN	43.12	X4M	40.12
B4GL	51.12	X5M	32.12
B5GL	47.12	X3G	46.12
B6GL	42.12	X4G	38.12
B4GF	48.12	X5G	28.12
B5GF	43.12	P2L	55.12
B6GF	36.12	P3L	49.12
B4GR	42.12	P4L	38.12
B5GR	33.12	P5L	22.12
B6GR	28.12	P2F	54.12
H1L	69.12	P3F	47.12
H2L	68.12	P4F	37.12
H3L	67.12	P5F	20.12
H4L	64.12	P4G	25.12
H5L	60.12	P5G	18.12
H6L	52.12	N1L	13.12
H1F	69.12	N1D	22.12
H2F	68.12	N1GL	16.12
H3F	67.12	N1GR	20.12
H4F	64.12		

(Sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. 714b. Interprets or applies sec. 5, 62 Stat. 1072, secs. 101, 401, 403, 63 Stat. 1051, as amended, 1054, secs. 125, 211, 70 Stat. 198, 202; 15 U. S. C. 714c, 7 U. S. C. 1441, 1421, 1813, 1860)

Issued this 5th day of July 1957.

[SEAL] WALTER C. BERGER,
Executive Vice President,
Commodity Credit Corporation.

[F. R. Doc. 57-5671; Filed, July 11, 1957; 8:50 a. m.]

PART 475—EMERGENCY FEED PROGRAM

SUBPART—1957 EMERGENCY FEED PROGRAM

This bulletin contains regulations pertaining to the 1957 Emergency Feed Program and is issued by the Commodity Credit Corporation.

Sec.

475.36 General statement.
475.37 Administration.
475.38 Definitions.
475.39 Availability of assistance.
475.40 Operating provisions.
475.41 Eligible dealer.
475.42 Dealer's certificates.
475.43 Presentation of dealer's certificates to CCC.
475.44 Limitation on rights of transferees.
475.45 Suspension of Feed Dealer's Agreements.
475.46 Maintenance of books and records.
475.47 Extension of time.
475.48 Termination.

AUTHORITY: §§ 475.36 to 475.48 issued under sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. 714b. Interpret or apply sec. 407, 63 Stat. 1055, as amended; 7 U. S. C. 1427.

§ 475.36 *General statement.* The Secretary of Agriculture has assigned to the Commodity Stabilization Service (hereinafter referred to as CSS) the responsibility of administering the Emergency Feed Program of the Department. The basic objective of this program is to assist eligible farmers, ranchers and stockmen to acquire the feed required to maintain their foundation herds of livestock during periods of emergency in designated disaster areas. The program shall be in effect in areas designated by the President as areas of major disaster and also by the Secretary of Agriculture as areas eligible to receive assistance of the nature provided in this program. Requests for designation of areas by the President under Public Law 875, 81st Congress, and information in support thereof must originate with the Governor of the State. When such a request is approved by the President, the Secretary of Agriculture is authorized to designate the specific counties within the State in which assistance may be made available. In making the designation of specific counties within the State, the Secretary of Agriculture will take into consideration the information and recommendation submitted by the State Disaster Committee, based on information and recommendations supplied by the county disaster committees concerned.

§ 475.37 *Administration.* The program provided for in this part will be administered by CSS and Commodity Credit Corporation (hereinafter called CCC) under the general direction and supervision of the Executive Vice President, CCC, and in the field will be carried out by the Agricultural Stabilization and Conservation State Committees and Agricultural Stabilization and Conservation County Committees (hereinafter called ASC State and county committees) and CSS commodity offices. ASC State and county committees and CSS commodity offices and representatives and employees of any of the above do not have authority to modify or waive any of the provisions of this part or any amendments or supplements hereto.

§ 475.38 *Definitions.* The following terms shall have the following meanings in this part and in all forms and documents used in connection herewith (except where the context or subject matter otherwise requires or where otherwise defined in the Feed Dealer's Agreement—Emergency Feed Program).

(a) "Designated disaster area" means an area designated by the President under Public Law 875, 81st Congress, as an area of major disaster and also by the Secretary of Agriculture as an area in which assistance is to be made available as provided under this program.

(b) "Eligible farmer" means a farmer, rancher or stockman who meets the requirements of eligibility and whose application for assistance under the 1957 Emergency Feed Program has been approved to receive assistance.

(c) "Designated surplus feed grains" means barley, corn, grain sorghums and oats as such terms are defined in the Official Grain Standards of the United States. The term "corn" includes ear corn. At the time of issuance of a Farmer's Purchase Order, the ASC county committee will enter on such Purchase Order the conversion factor to be used to convert the quantity of ear corn, which may be delivered, to shelled corn. Such conversion factor shall be the one used in the locality as determined by the ASC county committee, except that if the ASC county committee determines that no recognized conversion factor is used in the locality or that the conversion factor used is out of line with prevailing conditions, the conversion factor entered on the Purchase Order shall be that established by the ASC State Committee.

(d) "Approved mixed feed" means Mixed Feed A which must contain at least 75 percent by weight of designated surplus feed grain(s) or Mixed Feed B which must contain at least 60 percent by weight of designated surplus feed grain(s). The designated surplus feed grain(s) used in the approved mixed feeds may be whole, crushed, cracked, ground or otherwise similarly processed, provided all of the ingredients of the whole grain are included. Prior to delivery to farmers, bags containing approved mixed feeds must be appropriately labeled to show substantially as follows, depending on the type of approved mixed feed involved.

(1) "Mixed Feed A—containing at least 75 percent by weight of designated surplus feed grain(s)," or

(2) "Mixed Feed B—containing at least 60 percent by weight of designated surplus feed grain(s)."

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tified on a "Within Quota" (white) marketing card, plus six cents ($0.06) per hundred pounds. The Cooperative Association through which price support is made available is authorized to deduct 12 cents per hundred pounds to apply against the overhead costs. Only the original producer is eligible to receive advances. Tobacco graded "W" (unsafe order), "U" (unsound), N2L, N2D, N2GL, N2GR, "Decayed", "Botched", "Nested", or "Off-type" will not be accepted.

(e) "Designated CCC-owned surplus feed grains" means barley, corn, grain sorghums and oats owned by CCC.

(f) "Dealer" means any person (including but not limited to an individual, partnership, corporation, cooperative, or other business entity) engaged in selling designated surplus feed grains or approved mixed feeds.

(g) "CCC storage sites" means CCC-owned structures, CCC-leased facilities, and those facilities operated by CCC under right of entry. (Such structures and facilities are commonly called CCC Binsites.)

§ 475.39 *Availability of assistance*—(a) *Area.* This program shall be in effect only with respect to foundation herds located in designated disaster areas as defined in § 475.38 (a).

(b) *Eligibility requirements.* Subject to the conditions hereinafter prescribed, any individual, partnership, corporation, cooperative or other business entity whose principal occupation is farming or ranching and whose financial condition is such that he requires assistance under this program in order to maintain his foundation herd of livestock and continue his livestock operations, is eligible for assistance provided that he files an application and complies with the requirements of this part. The principal occupation of an applicant who is an individual may be considered to be either the occupation from which he received at least one-half of his net income (gross income less expenses) during the last full year prior to the year in which the county in which his farm is located was included in a designated disaster area eligible to participate in drought emergency, disaster relief, and other emergency feed programs, or the occupation to which he devoted at least one-half of his gainfully employed time during such year. Applicants other than individuals (i e., partnerships, corporations, etc.) will be eligible only if at least one-half of their net income for such preceding year was derived from farming or ranching. Any feed purchased under this program may be used only for feeding the foundation herd.

(c) *Foundation herd.* The foundation herd shall consist only of the breeding stock of cattle, sheep and goats namely: cows, bulls, and heifers or calves retained for replacement; ewes, rams and ewe lambs for replacement; and nannies, billies, and kids for replacement

(d) *Animal unit.* For purposes of this program, an animal unit shall be considered to be 1 cow or 1 bull; 2 heifers; 3 calves; 5 sheep; 5 goats; 7 lambs; 7 kids.

(e) *Dairymen.* Dairymen who normally purchase all of their feeds will not qualify for assistance. Dairymen who normally produce their hay or grain may qualify for assistance, but the amount of such assistance shall not in any event exceed the amount of feed normally grown on their farms and fed to the foundation herd.

§ 475.40 *Operation provisions*—(a) *Where to apply.* Applications for assistance should be made at the office of the ASC county committee which keeps the farm program records for the farm or ranch, except where the foundation herd has been removed permanently from such county, applications may be made in the office of the ASC county committee of the county in which the principal part of the herd is located.

(b) *Filing of applications.* Before an applicant may be considered for assistance, an application, Form DF-1, "Application and Certification," must be filed in the ASC county office. The date of filing shall be the date the application is received in the ASC county office. The applicant must furnish the information required on the application, and certify that the feed purchased under the program will be fed to his foundation herd. Whenever the information furnished is incomplete or not clear or there is doubt as to the applicant's eligibility, the ASC county committee will require such additional information as may be necessary.

(c) *Committee action on applications.* (1) The ASC county committee will meet at regular intervals or upon special call as required, depending on the number of applications received, to process pending applications expeditiously. The ASC county committee will review each application and determine whether the applicant is eligible for assistance and, if so, the extent of assistance which may be provided. The maximum assistance to be made available to any one applicant shall not exceed four (4) pounds of designated surplus feed grain per animal unit per day, or whatever lesser amount is established by the ASC State Committee, for the period prescribed by the ASC county committee. Such period shall not exceed the period for which the ASC county committee is authorized to make assistance available under the program pursuant to instructions from the Administrator, CSS, Washington, D. C.

(2) Assistance to any applicant shall be based on the difference between the total feed needed by him and the total feed available to him as determined by the ASC county committee for such prescribed period. No assistance shall be provided any applicant if, for such prescribed period, the total amount of feed available to him is determined to be equal to or more than the total amount of feed needed by him.

(3) The ASC county committee shall determine the total amount of feed needed by the applicant by multiplying 4 pounds of feed grain, or whatever lesser amount is established by the ASC State Committee, by the number of animal units in the foundation herd by the number of days in the prescribed period. The total amount of feed grain available to the applicant during such prescribed period shall be determined by taking into consideration the feed already on hand, the estimated feed to be produced, the feed which has not yet been delivered under previous emergency feed programs, the feed the applicant otherwise will acquire and the feed which he is able to acquire. The ASC county committee shall use its judgment in determining the amount of feed the applicant is able to acquire during the prescribed period, taking into account: (i) the total from all sources of: (*a*) his liquid assets (i. e., cash, accounts receivable, stocks, bonds, etc.), and (*b*) the estimated value of his other property (i. e., chattels, personalty and realty), less (ii) his outstanding indebtedness (secure and otherwise), calculated as of the date of his application. In addition, there shall be taken into account (*a*) his estimated net income from all sources, after allowing for future operating expenses and estimated normal living expenses (excluding taxes), calculated for the period prescribed by the ASC county committee and (*b*) the cash or credit needed by the applicant to pay his share of the purchase price of the feed grains that he may be approved to receive under the program.

(4) The fact that the purchase of needed feed at prevailing prices may not be profitable to the applicant is not sufficient to qualify him for assistance under this program. The ASC county committee is expected to consider what sum of money the applicant is reasonably able to borrow to acquire needed feed at prevailing prices. The ASC county committee shall take reasonable precautions to see that feed is not furnished under the program to applicants who are able to maintain their foundation herd without assistance, however, an applicant shall not be required to exhaust all of his resources before assistance is made available under the program. If the applicant is a partnership the above information shall be provided as to each of the partners and the partnership. If the applicant is a corporation and the corporation is wholly or substantially (i. e., 75 percent or more) owned by an individual and those related to him by blood or marriage, the ASC county committee shall treat the corporation as a partnership and require the above information from the individual and related stockholders. In determining the feed available to the applicant, the ASC county committee shall take into account available hay and forage, including pasture, in terms of grain feed value equivalents.

(5) The ASC county committee will base its determinations under this section primarily upon the information supplied by the applicant, but will take into consideration other information, including knowledge of the committeemen concerning the applicant's normal operations. Each ASC county committee shall exercise judgment in a fair and impartial manner in making determinations under this subsection.

(6) Each application must be considered by at least two members of the ASC county committee. The action taken with respect to each application will be indicated thereon in the appropriate space. If the application is approved, the amount of designated feed grains which the applicant is approved to receive will be indicated thereon. If the application is rejected, a brief statement of the reasons for such action will be given in the space provided for that purpose. At least one member of the ASC county committee will sign the original and copy of the application in behalf of the ASC county committee. The original shall be retained in the ASC county office and the copy of the application

delivered to the applicant, showing the action taken.

(d) *Appeals and review of ASC county committee action.* The applicant may appeal to the ASC State Committee determinations made by the ASC county committee as to his eligibility or the amount of feed grain which he is approved to receive. An appeal shall be accompanied by a written statement of the applicant's evidence or reasons in support thereof. The ASC State Committee either on its own motion or on appeal will have authority to review actions taken by the ASC county committees and either revise upward or downward the amount of feed an applicant has been approved to receive. Adjustment downward will be made by the ASC State Committee only after affording the applicant an opportunity to present evidence or reasons in support of his position. If revised upward, additional purchase orders shall be issued to the applicant by the ASC county committee in the amount by which his entitlement has been increased. If revised downward, the applicant on demand shall return purchase orders representing the amount by which his entitlement has been reduced to the ASC county committee, or if the applicant has used such purchase orders he shall refund to the ASC county committee the amount of credit he has received in connection therewith. No appeal may be had from determinations of the ASC State Committee.

(e) *Farmer's purchase order*—(1) *Issuance.* For each approved application the ASC county committee will issue at once a purchase order, Form DF-2, (hereinafter referred to as "purchase order") to the farmer named in the application. At the farmer's request, the ASC county committee may issue two or more purchase orders based on one application. If only one purchase order is issued with respect to an application, the purchase order will show the number of hundredweight of designated surplus feed grains for which the application was approved. If more than one purchase order is issued with respect to an application, the total number of hundredweight of designated surplus feed grains shown on such purchase orders shall not exceed the number of hundredweight for which the application was approved. If a purchase order has been issued and the farmer requests two or more purchase orders in lieu thereof, the purchase order previously issued must be returned to the ASC county committee for voiding prior to the issuance of the new purchase orders. The replacement purchase orders shall bear the same final date of transfer as the original purchase order which was voided by the ASC county committee. It shall be solely the responsibility of the farmer to request the issuance of additional purchase orders with respect to an application in sufficient time to permit transfer by him to the dealer of such purchase orders within the prescribed period of time specified in the original purchase order.

(2) *Use.* The farmer, to whom a purchase order is issued, may use it only as part payment on the purchase price of designated surplus feed grain or approved mixed feed purchased from a dealer or his authorized representative within the period prescribed in subparagraph (3) of this paragraph or from another farmer as provided in paragraph (f) (2) of this section. Such purchase order may not be used by the farmer for any other purpose. A dealer, who accepts a purchase order from the farmer to whom it was issued, must have allowed the farmer credit for the value thereof as specified in subparagraph (4) of this paragraph in part payment of designated surplus feed grains and approved mixed feeds shown thereon in order to obtain a Dealer's Certificate.

(3) *Transfer, date, and delivery.* A purchase order may be transferred by the farmer to a dealer in partial payment of designated surplus feed grains or approved mixed feeds, shown in Section III of the purchase order, which have been actually sold and physically delivered by the dealer to the farmer between the date the farmer filed his application with the ASC county committee and the expiration date shown on the purchase order. The date of transfer of the purchase order shall be the date the certification in Section IV is signed by the farmer, which shall be not later than the expiration date of the purchase order.

(i) An actual sale shall be deemed to have been made when the dealer and farmer have agreed on the kinds, quantities and prices of designated surplus feed grains and approved mixed feed and the total purchase price has been paid by the farmer to the dealer or charged by the dealer against the farmer.

(ii) Physical delivery shall be deemed to have been completed when the farmer has permanently removed or caused to be removed from the dealer's premises and/or control the total quantity of designated surplus feed grains and approved mixed feed included in an actual sale.

(4) *Value.* The total value of any purchase order shall be the smaller of the following amounts (*a*) the number of hundredweight shown in section I of the purchase order multiplied by $1.00, or (*b*) the number of hundredweight of designated surplus feed grains or approved mixed feed listed in the table set forth in section III of the purchase order multiplied by the applicable value per hundredweight shown below:

(i) Designated surplus feed grains (excluding ear corn and approved mixed feed): $1.00 per hundredweight.

(ii) Ear corn: $1.00 per hundredweight multiplied by the ear corn conversion factor.

(iii) Mixed Feed A: $0.75 per hundredweight.

(iv) Mixed Feed B: $0.60 per hundredweight.

Mixed feeds containing less than sixty percent of designated surplus feed grain(s) shall have no value whatsoever. Dealers shall not be entitled to a Dealer's Certificate based in whole or part on any such mix. In the event that a Dealer's Certificate is issued based on any such mix the dealer shall not be entitled to any credit or allowance whatsoever for the quantity of designated surplus feed grain(s) contained in any such mix, and if credit or allowance has been made, the dealer will be obligated to reimburse CCC for the amount of such credit. Approved mixed feed may contain more than the minimum percentage of designated surplus feed grains, but approved mixed feed will in no event be valued at other than the amounts stated in subdivision (iii) and (iv) of this subparagraph.

(f) *Feed on hand and not used*—(1) *At the expiration of the program in the county.* The farmer shall not use, feed, sell or otherwise dispose of eligible feed acquired on a purchase order which he has on hand on the expiration date of the program in the county unless he pays to the ASC county committee the amount of the credit he received on the purchase order for such feed. The farmer shall promptly thereafter report the quantity and kind of eligible feed acquired on a purchase order which he has on hand on such date. The expiration date of the program in the county for the purpose of this section shall be the last day of the prescribed period as specified in the purchase order, unless the period of assistance to farmers in the county under this program extends beyond the date in the purchase order and the farmer has received notification in writing from the ASC county committee of such later date.

(2) *Reduced or liquidated herds or herds removed from the designated disaster area.* Where the feed acquired under the program has not been fed and the herd is substantially reduced or entirely liquidated, or the herd is removed from the designated disaster area, the farmer must report promptly thereafter the quantity and kind of such feed on hand to the ASC county office from which the purchase order was obtained. The farmer may then either pay the ASC county committee the value he received on the purchase order for the quantity of feed on hand beyond his requirement for the remainder of the herd in the designated disaster area as determined by the ASC county committee and dispose of the feed as he chooses, or if there is a current Emergency Feed Program in the area, he may sell the feed to another farmer who has a current purchase order. If the farmer who intends to purchase such feed from another farmer has a purchase order in excess of the quantity of feed being purchased, he shall return the original purchase order to the ASC county office that issued it and obtain in lieu thereof two or more purchase orders, one equalling the amount to be allowed for the emergency feed purchased from the other farmer. Both farmers, the purchaser and the seller, shall complete and execute such purchase order and submit it to the ASC county office, which shall issue no Dealer's Certificate in connection with such purchase.

§ 475.41 *Eligible dealer.* Any person (individual, partnership, corporation, cooperative or other business entity, including agencies of State and local governments) who is engaged in the handling of designated surplus feed grains or approved mixed feeds, who enters into a Feed Dealer's Agreement—

Emergency Feed Program with CCC, and who posts a performance bond as required by CCC may qualify as an eligible dealer except as follows: (a) A dealer who has deliberately violated the terms and conditions of a previous Emergency Feed Program or has been billed by Commodity Credit Corporation for an amount due under a previous Emergency Feed Program which he has not paid; (b) any Member of or Delegate to Congress, or Resident Commissioner, and (c) any partnership of which a Member of or Delegate to Congress, or a Resident Commissioner is a partner. A dealer must enter into a separate Feed Dealer's Agreement—Emergency Feed Program for each county in which he presents purchase orders.

§ 475.42 *Dealer's Certificates*—(a) *Basis of issuance.* (1) An eligible dealer or his authorized representative may present a purchase order transferred to him by a farmer to the ASC county committee which issued it and obtain a Dealer's Certificate based thereon except as follows:

(i) Purchase orders issued in the dealer's name.

(ii) Purchase orders issued in the name of a partnership in which the dealer is a partner.

(iii) Purchase orders issued in the name of a person who is a partner of the same partnership as the dealer.

(iv) Purchase orders issued to a partnership or individual engaged in a farming or livestock enterprise in which the dealer has a financial interest.

(v) Purchase orders presented by a dealer who is not otherwise entitled to present a purchase order under the terms and conditions of the Feed Dealer's Agreement.

(2) A dealer who accepts the transfer of a purchase order prior to the time that he enters into an applicable "Feed Dealer's Agreement—Emergency Feed Program" does so at his own risk and CCC shall not be liable to the dealer in any way for refusal to enter into such an agreement with the dealer. There must be compliance with the following conditions with respect to each purchase order presented:

(i) A purchase order must be received at the office of the ASC county committee which issued it within 30 calendar days after the date of transfer of the purchase order from the farmer to the dealer.

(ii) The dealer must have actually sold and the farmer must have actually purchased and received physical delivery of the quantity of designated surplus feed grains or approved mixed feed listed in the table set forth in section III of the purchase order. In the event that any designated surplus feed grains were delivered trackside to the farmer named in the purchase order, the sales price to the farmer must have been no more than the cost of such feed grains to the dealer plus a handling margin no larger than that which has been determined by the ASC State Committee to be reasonable. (Information as to the handling margins determined by the ASC State Committee to be reasonable will be available at the ASC county committee office and should be obtained from such office).

(iii) The dealer must have accepted the transfer of the purchase order in part payment for the quantity of designated surplus feed grains or approved mixed feed listed in the table set forth in section III of the purchase order to the full extent of the value, as specified in § 475.40 (d) (4) for each hundredweight so listed up to the maximum value of the purchase order.

(iv) The dealer must submit to the ASC county office with each purchase order copies of sales tickets, sales slips, invoices, or other appropriate documents, and scale tickets, where available, for the designated surplus feed grains or approved mixed feed purchased by the farmer, showing the kinds and quantities of grains or feeds purchased, the date of such purchase, the price per hundredweight charged the farmer, and the credit allowed on the purchase price for the purchase order.

(v) Sections III and IV of the purchase order must have been duly executed.

(b) *Face value.* The face value of a Dealer's Certificate shall be an amount equal to the actual total value of the purchase order or purchase orders which form the basis for issuance of the Dealer's Certificate.

(c) *Transfer.* Dealer's Certificates may be transferred by the dealer to any supplier, broker, agent or other person, and may subsequently be transferred from person to person. The transfer of Dealer's Certificates shall be made by endorsement on the reverse side thereof, giving the address of the endorser, and the date of the endorsement.

§ 475.43 *Presentation of Dealer's Certificate to CCC.* Subject to all of the provisions of this part, valid Dealer's Certificates, if presented to CCC by the holder within 120 calendar days after the date of issuance, will be accepted at face value for the purchase of designated CCC-owned surplus feed grains which CCC makes available for sale to holders of Dealer's Certificates under this program. CCC reserves the right to limit sales made in redemption of Dealer's Certificates to such grades of the designated CCC-owned feed grains and to locations of such feed grains, as CCC may from time to time determine.

(a) *Where to purchase.* Holders of Dealer's Certificates (1) may purchase carload lots of designated CCC-owned surplus feed grains from any CSS Commodity Office which has made such surplus feed grains available for sale under this program, or (2) may purchase carload lots or less of designated CCC-owned surplus feed grains stored in a CCC storage site which is located in a designated disaster area as defined in § 475.38 (a), or which is located in any county which was in a designated disaster area during this program even though the county is no longer in such an area, provided CCC has determined that the designated feed grains stored in such county are available for sale under this program. The sale will be made by the ASC county committee in charge of the storage site. Information as to CSS Commodity Offices having such surplus feed grains available for sale may be obtained from the following CSS Commodity Offices: Chicago CSS Commodity Office, 623 South Wabash Avenue, Chicago 5, Illinois; Dallas CSS Commodity Office, 500 South Ervay Street, Dallas 1, Texas; Kansas City CSS Commodity Office, Federal Office Bldg., 560 Westport Road, Kansas City 1, Missouri; Minneapolis CSS Commodity Office, 1006 West Lake Street, Minneapolis 8, Minnesota, and Portland CSS Commodity Office, 1218 Southwest Washington Street, Portland 5, Oregon. Information as to the location of CCC storage sites within the State which are now or were formerly under this program in the designated disaster area may be obtained from the ASC State Committee. Information as to the availability of designated CCC-owned surplus feed grains in CCC storage sites may be obtained from the ASC county committee of the county in which the CCC storage site is located.

(b) *Purchase from CSS Commodity Office*—(1) *Offer to purchase.* In making a offer to purchase, the holder of a Dealer's Certificate must specify the class, grade, quality and quantity of the designated CCC-owned surplus feed grain which he desires to purchase, together with the destination and the consignee to whom such feed grain is to be shipped.

(2) *Confirmation of sale.* The CSS Commodity Office will accept, or reject the offer within 72 hours from the time the offer is received (such acceptance or rejection will be by collect wire if requested): *Provided,* That any acceptance shall be conditioned on the signing and return by the purchaser to the CSS Commodity Office of a confirmation of sale issued by such office containing terms and conditions applicable to the sale. Such confirmation of sale, together with the provisions contained in this Section shall constitute the sales contract.

(3) *Price.* Sales will be made by the CSS Commodity Office in carload lots at the prevailing market price, as determined by CCC, "in store" or f. o. b. car at point determined by CCC.

(4) *Payment.* The purchaser must submit valid Dealer's Certificates of face value sufficient to cover the sales value of the feed grain purchased in advance of delivery of the feed grains but no later than 10 calendar days after the date of issuance of the confirmation of sale. CCC shall have the election to cancel the sales contract if the purchaser fails to comply with this requirement.

(5) *Delivery.* (i) Delivery of designated CCC-owned surplus feed grains will be made "in store" or f. o. b. cars at point determined by CCC. CCC does not guarantee delivery within any specified period of time following receipt of the Dealer's Certificate(s) but will utilize all practicable means to secure prompt delivery. The purchaser, if he so requests, will be advised by collect wire of cars being shipped.

(ii) The basis for determination of the quality and quantity of feed grains delivered shall be stated in the confirmation of sale issued by the CSS Commodity Office.

(6) *Basis of settlement*—(i) *At end of each sale.* (*a*) In the event that the Dealer's Certificates submitted to CCC have a total face value which is less than the value of the feed grains delivered, because of over-delivery or other cause, the purchaser shall pay to CCC, in cash, the difference between the total face value of the Certificates submitted and the value of the feed grain delivered, calculated on the basis of the specified sales price.

(*b*) In the event the purchaser submits Dealer's Certificates having a total face value in excess of the value of the feed grain delivered, the purchaser will be issued a new Dealer's Certificate for the excess value.

(*c*) To avoid administrative costs of issuing Dealer's Certificates in small denominations, Dealer's Certificates for excess value of $3 or less will be issued only upon request. Deficiencies of $3 or less owed to CCC may be disregarded unless demand for payment is made by CCC.

(ii) *At termination of program.* Upon termination of the 1957 Emergency Feed Program, any holders of valid Dealer's Certificates having a total face value insufficient to purchase a carload lot of any of the available designated CCC-owned surplus feed grains (*a*) may purchase from a CSS Commodity Office a carload lot of any such feed grain and submit to the CSS Commodity Office the Dealer's Certificates held by him, plus an amount of cash sufficient to cover the remainder of the price of the carload of feed grain purchased, or (*b*) may purchase from a CSS Commodity Office for delivery "in store" a quantity of available designated CCC-owned surplus feed grains equal in price to the face value of such Dealer's Certificates and submit such Dealer's Certificates to the CSS Commodity Office in payment therefor. The foregoing provisions of this section shall be applicable to such purchases, except to the extent that such provisions are inconsistent with this subdivision.

(c) *Purchase from ASC County Committee*—(1) *Price.* All sales from CCC storage sites will be made in carload lots or less at the prevailing market price as determined by the ASC county committee on the date of sale.

(2) *Payment.* Payment shall be made by presentation to the ASC county committee, prior to delivery of the grain, of valid Dealer's Certificates of an aggregate face value equal to the total price of the feed grain purchased. The provisions of paragraph (b) (6) (i) of this section shall be applicable to sales from CCC storage sites.

§ 475.44 *Limitation on rights of transferees.* The right of a transferee in due course of a Dealer's Certificate to present the Dealer's Certificate and obtain designated CCC-owned surplus feed grains shall not be limited except as follows:

(a) A Dealer's Certificate will not be accepted if presented later than 120 calendar days after the date of issuance.

(b) In the event that, after issuance of a Dealer's Certificate, there has been any alteration increasing the face value thereof, such Certificate will be accepted only for the face value thereof at the time of issuance.[1]

(c) Any transferee who acquires the Dealer's Certificate knowing or having good cause to know that the dealer who originally obtained such Certificate from the ASC county committee did so on the basis of false or fraudulent certifications or representations shall not be entitled to present the Dealer's Certificate. A transferee of a Dealer's Certificate who acquires such Certificate without knowing or having good cause to know of any such false or fraudulent certifications or representations shall be entitled to present the Certificate and obtain designated CCC-owned surplus feed grains.

§ 475.45 *Suspension of Feed Dealer's Agreement.* CCC may suspend the right of an eligible dealer who has entered into Feed Dealer's Agreement or Agreements to participate in the 1957 Emergency Feed Program by notification in writing to the dealer if it has good reason to believe that the dealer has failed to comply with the provisions of such Agreement(s) with respect to any purchase order presented by him to the ASC county committee, or if the dealer has failed to comply with the provisions of a previous Emergency Feed Program or Feed Dealer's Agreement and the failure was not known to the ASC county committee when the Feed Dealer's Agreement—Emergency Feed Program was executed. Any such suspension shall be effective as to all Feed Dealer's Agreements entered into by the dealer under the 1957 Emergency Feed Program. In the event of suspension, the dealer shall not be entitled to present any purchase order to any ASC county committee except to the extent that CCC may thereafter agree to accept such purchase orders.

§ 475.46 *Maintenance of books and records.* The dealer shall maintain and preserve for at least three full years following exchange of the purchase order for Dealer's Certificates and for such additional period as CCC may request in writing, books and records which will permit verification of all transactions with regard to Farmer's Purchase Orders and Dealer's Certificates. An examination of such books and records by a duly authorized representative of the United States shall be permitted at any time during business hours.

§ 475.47 *Extension of time*—(a) *Expired purchase orders.* If the farmer actually purchases and accepts physical delivery of designated surplus feed grains or approved mixed feed within the prescribed period of time shown in section I of the purchase order but does not execute the certificate in section IV within such prescribed period, or if the dealer does not present the purchase order to the ASC county committee within 30 calendar days after the timely transfer of the purchase order to him from the farmer, the farmer or the dealer, as the case may be, may make a request in writing to the ASC county committee which issued the purchase order for an extension of time, giving the facts and circumstances, and the ASC county committee may grant an extension of time if it determines that such extension will not adversely affect the program.

(b) *Expired Dealer's Certificates.* Dealers and transferees holding expired Dealer's Certificates may file an application in writing for an extension of time to present such certificates with the ASC county office which issued the Certificates or with the CSS Commodity Office serving the State in which the expired Dealer's Certificates were issued. Such application shall contain a full statement of facts justifying the petitioner's request and the reason why the Certificates were allowed to expire. Requests for extension of time of Dealer's Certificates totalling $1,000 or less will be acted on by the appropriate ASC county office or the CSS Commodity Office. Requests for extension of time on Dealer's Certificates totalling in excess of $1,000 will be transmitted by such offices to the Administrator, CSS, Washington 25, D. C., for final action. Such extensions will be granted where it is determined that they will not adversely affect the program.

§ 475.48 *Termination.* The program provided for in this part may be terminated at any time upon issuance of public notice in the FEDERAL REGISTER. Such termination shall not apply with respect to any purchase order or Dealer's Certificates issued prior to the effective date of such termination.

NOTE: The record keeping and reporting requirements of these regulations have been approved by and subsequent reporting requirements will be subject to the approval of the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

Issued this 5th day of July 1957.

[SEAL] WALTER C. BERGER,
Executive Vice President,
Commodity Credit Corporation.

[F. R. Doc. 57-5672; Filed, July 11, 1957; 8:50 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

Subchapter A—Civil Air Regulations

[Supp. 8]

PART 18—MAINTENANCE, REPAIR, AND ALTERATION OF AIRFRAMES, POWERPLANTS, PROPELLERS, AND APPLIANCES

ANTICOLLISION LIGHT INSTALLATIONS AND ELECTRICAL LOAD LIMITS

Correction

In Federal Register Document 57-4519, appearing at page 3916 of the issue for Wednesday, June 5, 1957, the following changes should be made:

1. Footnote 3 should be deleted.
2. Figures A, B, and C, referred to in § 18.30-12 (h) (6) (i), (ii), and (iv), are published as follows:

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[1] Any false certification or representation, willful alteration, or other fraudulent act may be subject to prosecution under Federal Criminal statutes and to action under Federal Civil frauds statutes.

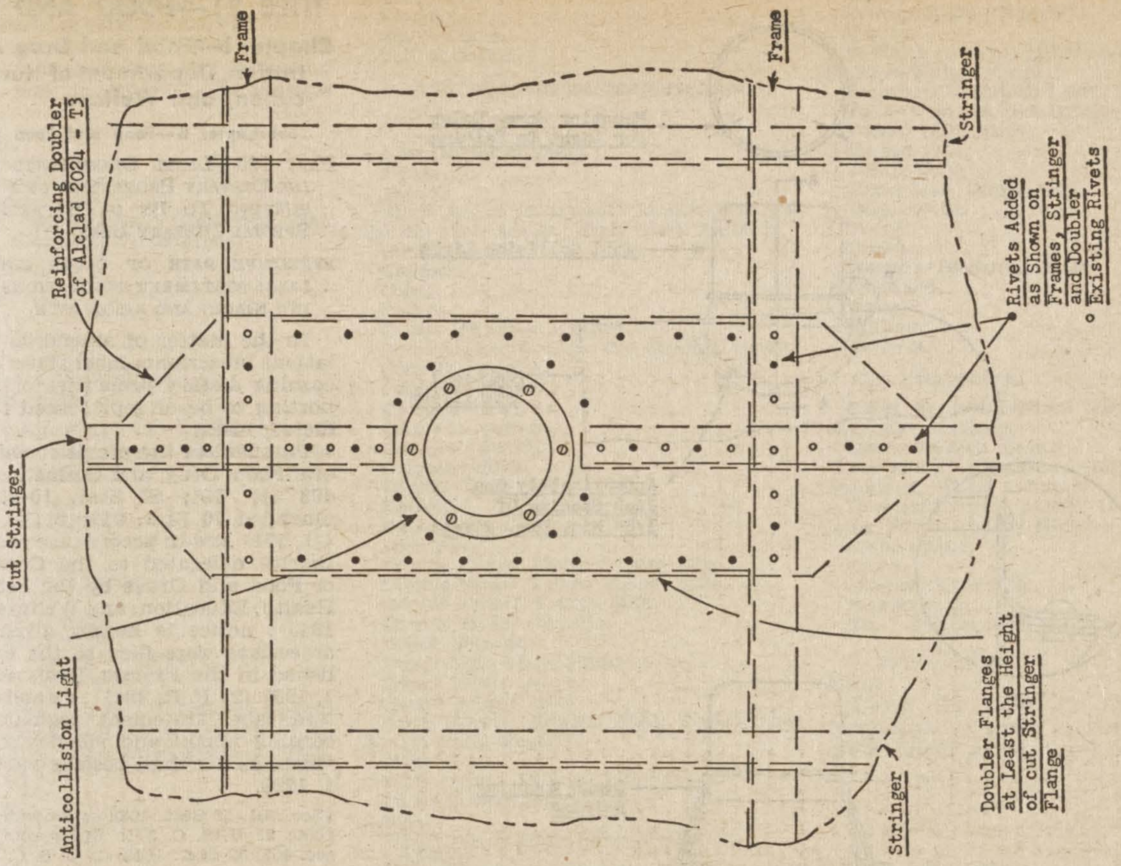
Frame
Frame
Stringer
Reinforcing Doubler of Alclad 2024 - T3
Cut Stringer
Anticollision Light
Stringer
Doubler Flanges at Least the Height of cut Stringer Flange
● Rivets Added as Shown on Frames, Stringer and Doubler
○ Existing Rivets

FIGURE B—Typical anticollision light installation involving a cut stringer.

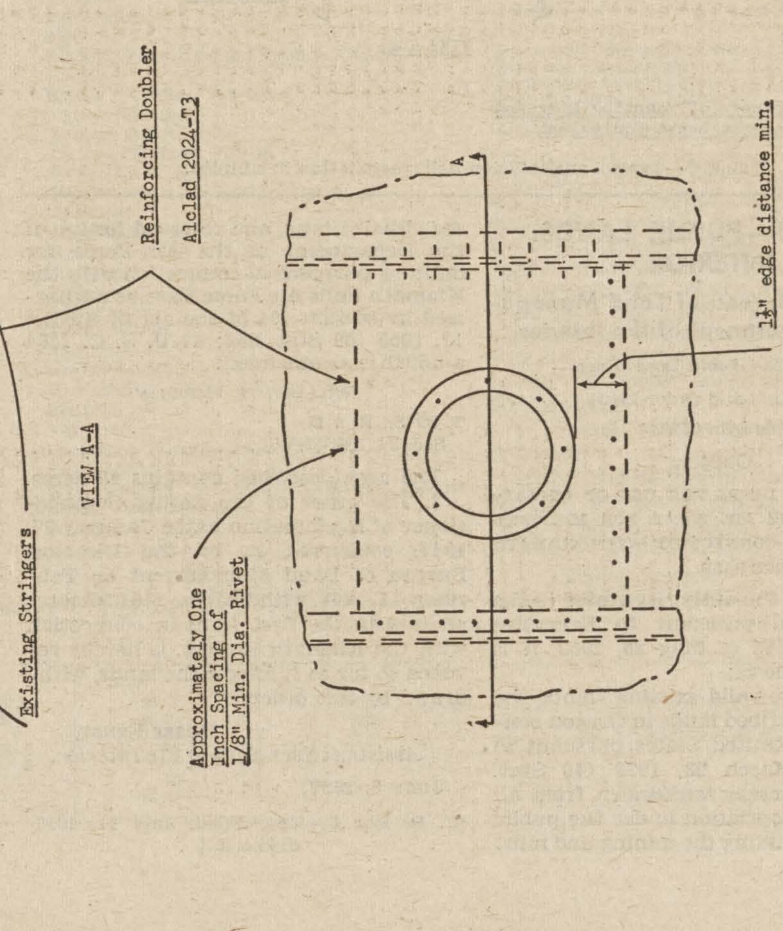

FIGURE A—Typical anticollision light installation in a skin panel.

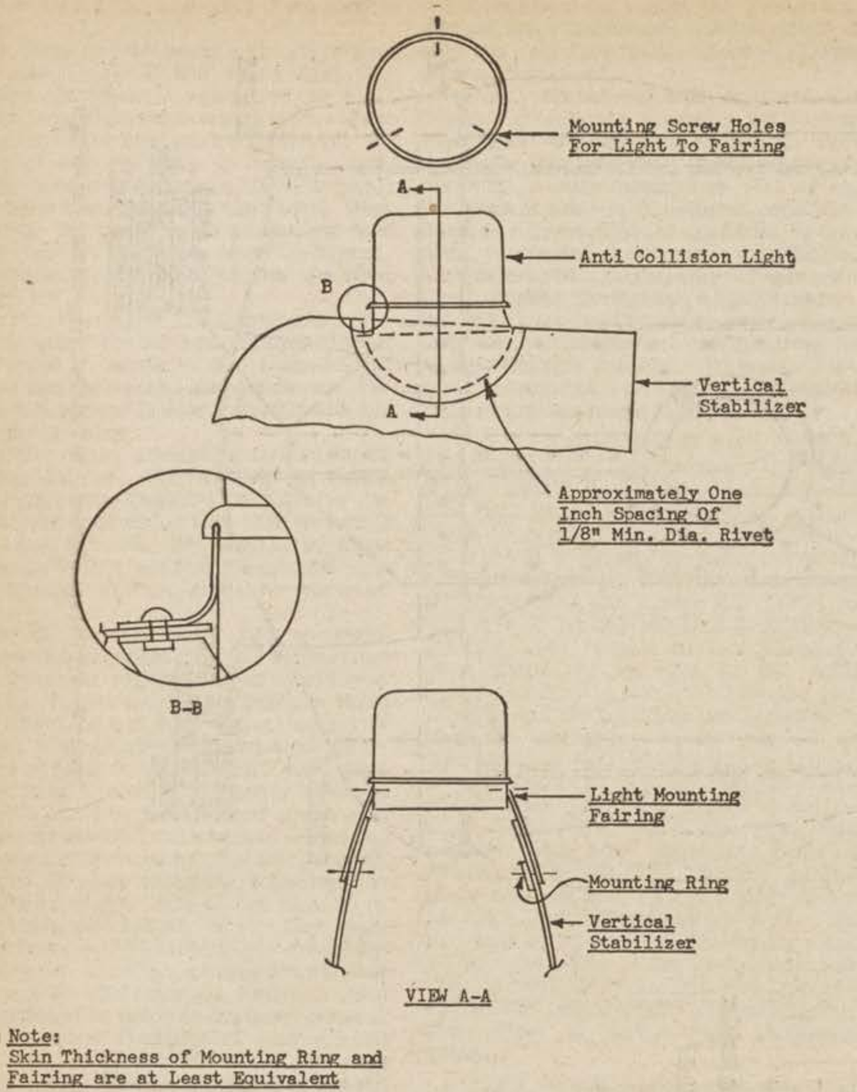
Mounting Screw Holes For Light To Fairing
A
Anti Collision Light
B
Vertical Stabilizer
A
Approximately One Inch Spacing Of 1/8" Min. Dia. Rivet
B-B
Light Mounting Fairing
Mounting Ring
Vertical Stabilizer
VIEW A-A
Note:
Skin Thickness of Mounting Ring and Fairing are at Least Equivalent

FIGURE C—Typical anticollision light installation in a fin tip.

TITLE 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

Appendix—Public Land Orders

[Public Land Order 1442]

[Oregon 05274]

OREGON

WITHDRAWING LANDS FOR USE OF DEPARTMENT OF THE AIR FORCE FOR MILITARY PURPOSES IN CONNECTION WITH KLAMATH FALLS AIR FORCE BASE

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952, it is ordered as follows:

1. Subject to valid existing rights, the following-described lands in Oregon conveyed to the United States pursuant to the act of March 23, 1933 (48 Stat. 1295–6) are hereby withdrawn from all forms of appropriation under the public land laws, including the mining and mineral-leasing laws, and reserved for use of the Department of the Air Force for military purposes in connection with the Klamath Falls Air Force Base as authorized by section 404 of the act of August 11, 1955 (69 Stat. 652; 42 U. S. C. 1594 a–1594h), as amended:

WILLAMETTE MERIDIAN

T. 39 S., R. 9 E.,
Sec. 34, SW¼NW¼.

The area described contains 40 acres.

2. The order of the Acting Commissioner of Reclamation dated January 27, 1947, concurred in by the Director, Bureau of Land Management on February 11, 1947, withdrawing 1191.35 acres of land in the first form in connection with the Klamath Project, is hereby revoked so far as it affects the lands, withdrawn by this order.

ROGER ERNST,
Assistant Secretary of the Interior.

JULY 5, 1957.

[F. R. Doc 57-5644; Filed, July 11, 1957; 8:45 a. m.]

TITLE 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

Subchapter B—Food and Food Products

PART 125—LABEL STATEMENTS CONCERNING DIETARY PROPERTIES OF FOODS PURPORTING TO BE OR REPRESENTED FOR SPECIAL DIETARY USES

EFFECTIVE DATE OF ORDER ESTABLISHING LABEL STATEMENT REGULATIONS CONCERNING NIACIN AND RIBOFLAVIN

In the matter of amending the regulations prescribing label statements concerning dietary properties of food purporting to be or represented for special dietary uses:

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 403 (j), 701, 52 Stat. 1048, 1055 as amended 70 Stat. 919; 21 U. S. C. 343 (j), 371) and in accordance with the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (22 F. R. 1045), notice is hereby given that no objections were filed to the order published in the FEDERAL REGISTER of June 1, 1957 (22 F. R. 3841), establishing certain label statement regulations concerning niacin and riboflavin, and the amendments shall become effective July 1, 1958.

(Sec. 701, 52 Stat. 1055 as amended, 70 Stat. 1090; 21 U. S. C. 371. Interprets or applies sec. 403, 52 Stat. 1048; 21 U. S. C. 343)

Dated: July 8, 1957.

[SEAL] GEO. P. LARRICK,
Commissioner of Food and Drugs.

[F. R. Doc. 57-5664; Filed, July 11, 1957; 8:48 a. m.]

TITLE 7—AGRICULTURE

Chapter I—Agricultural Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

Subchapter K—Federal Seed Act

PART 201—FEDERAL SEED ACT REGULATIONS

MISCELLANEOUS AMENDMENTS

On April 13, 1957, there was published in the FEDERAL REGISTER (22 F. R. 2536) a notice of rule making and hearing with respect to proposed amendments of the regulations under the Federal Seed Act. After consideration of all relevant matters presented at the hearing, or in writing, pursuant to said notice, and under authority of section 402 of the Federal Seed Act (7 U. S. C. 1592), the regulations of the Secretary of Agriculture in 7 CFR Part 201, as amended, are hereby further amended as follows:

1. In § 201.2, paragraph (h) *Agricultural seeds,* insert in proper alphabetical order the following additional kinds:

Brome, field—Bromus arvensis L.
Chess, soft—Bromus mollis L.
Crownvetch—Coronilla varia L.
Guar—Cyamopsis tetragonoloba (L) Taub.
Lentil—Lens culinaris Medic.
Sorghum almum—Sorghum almum Parodi.

2. In § 201.34, paragraph (e) *List of variety names*, amend as follows:

a. In subparagraph (1) *Beans (vegetable snapbeans)* insert the following variety names in proper alphabetical order:

Cornell 14.
Earligreen.
Glades.
Greencrop.
Improved Tendergreen (Improved New Stringless; Resistant Tendergreen).
King Green.
Processor.
Seminole.
Tenderbest.
Tender-white.
Topmost.
White-seeded Tendergreen.
Woodruff's Hyscore.

b. In subparagraph (2) *Cabbage* insert the following variety names in proper alphabetical order:

Badger Ballhead.
C. C. Cross Hybrid.
Empire Danish.
Greenback.
Harris Resistant Danish.
O. S. Cross.
Resistant Red Acre.
Slow Bolting Green.
Wisconsin Ballhead Improved.
YR Charleston Wakefield.

c. In subparagraph (3) *Onions, hybrid* delete "Asgrow B 45" and insert the following variety names in proper alphabetical order:

Asgrow W 1.
Asgrow W 3.
Asgrow W 45.
Asgrow Y 2.
Asgrow Y 49.
Asgrow Y 50.
Asgrow Y 51.
Asgrow Y 52.
Asgrow Y 53.
Autumn Topper.
Burpee Sweet Spanish Hybrid.
Highlight.
Parman.
Pilot.
Premier.
Snow White.
White Granex.

d. In subparagraph (4) *Soybeans* insert the following variety names in proper alphabetical order:

Acme.
Chippewa.
Clark.
CNS-4.
CNS-24.
Comet.
Grant.
Hardome.
Harly.
Jackson.
Kanrich.
Kim.
Lee.
Norchief.
Renville.
Smith Super.
Yellow Gatan.

e. Add the following subparagraphs:

(6) *Sorghum.*

Ajax (Imperial Kafir).
Atlas.
Axtell.
Black Amber (Minnesota Amber; Waconia Amber; Early Amber; Early Black Amber).
Bonita.
Caprock.
Coes.
Colby.
Collier (Kansas Collier).
Colman (Red Orange; Old Mexican Cane).
Combine Bonita.
Combine Hegari.
Combine Kafir-60.
Combine Sagrain.
Combine Shallu.
Combine 7078.
Crystal Drip.
Darset.
Darso.
Day Milo.
Double Dwarf White Sooner Milo.
Double Dwarf Yellow Sooner Milo.
Double Dwarf Yellow Milo.
Double Dwarf 38 Milo.
Dwarf Feterita.
Dwarf Kafir 44-14 (Kafir 44-14).
Dwarf White Durra.
Dwarf Yellow Milo.
Early Hegari (Arizona Early Hegari; New Mexico Early Hegari).
Early Kalo.
Early Sumac (Kansas Sumac).
Edwards Combine.
Ellis.
Folger (Early Folger; Folger's Early).
Fremont.
Fulk Combine Kafir.
Gooseneck.
Gurno.
Hegari.
Hi-Hegari.
Hodo.
Honey (Texas Seeded Ribbon Cane).
Jo-hee.
Kansas Collier 704-D.
Kansas Orange.
Kansas Sourless.
Kansas Sourless 704-H.
Leoti (Leoti Red).
Martin (Martin Combine Milo).
Midland.
Norghum.
Norkan.
Plainsman.
Rancher.
Red Amber.
Redbine—58.
Redbine—60.
Redbine—66.
Red Kafir.
Redlan.
Reliance.
Resistant Wheatland.
Rex (Red x).
Rox Orange (Waconia Orange; Yellow Orange; Early Orange).
Sapling.
Sart.
Schrock Kafir (Sagrain).
Shallu.
Sourless (African Millet; Sourless Orange; Sourless White Orange).
Standard Blackhull Kafir.
Sugar Drip (Golden Drip).
Sumac (Red Top).
Sumac 1712.
Sumac 6550.
Texas Milo (Texas 338).
Texioca—54.
Tracy.
Tricker.
Western Blackhull Kafir.
Westland.
Wiley.
Williams.
39-30-S.

(7) *Broomcorn.*

Black Spanish (Black Jap; Extra Early Japanese; Japanese).
Black Spanish Dwarf.
Evergreen (Austrian; Illinois Favorite; Standard; White Italian).
Evergreen Dwarf (Acme; Dwarf Evergreen; Long, Brush Dwarf; Western Dwarf).
Miller's No. 8.
Okaw.
Rennel's Dwarf No. 11.
Scarborough.
No. 7 Scarborough Dwarf (Miller's No. 7).

3. Amend Table 1 in § 201.46 as follows:

Insert the following kinds and information in their proper alphabetical order under agricultural seed:

Name of seed	Minimum weight for purity analysis	Minimum weight for noxious-weed seed examination	Approximate number of seeds per gram
	Gm	*Gm*	*No.*
Brome, field—Bromus Arvensis	5	50	431
Chess, soft—Bromus mollis	5	50	------
Crownvetch—Coronilla varia	10	50	304
Guar—Cyamopsis tetragonoloba	100	500	34
Lentil—Lens culinaris	50	300	42
Sorghum almum—Sorghum almum	25	150	159

4. In § 201.56-5 (d), change the heading to read "Sorghum, sorghum almum, and Sudan grass". In § 201.56-6 in the first paragraph insert "crownvetch", "guar", and "lentil" in proper alphabetical order in the list of kinds of seed. In § 201.56-6 (b), insert "lentil" in proper alphabetical order in the heading and in § 201.56-6 (d), insert "crownvetch" and "guar" in proper alphabetical order in the heading.

5. Amend Table 2 in § 201.58 as follows:

Insert the following kinds and information in their proper alphabetical order under agricultural seed:

Name of seed	Substrata	Temperature	First count	Final count	Additional directions	
					Specific requirements and photo numbers	Fresh and dormant seed
		° *C.*	*Days*	*Days*		
Brome, field—Bromus arvensis	TB	20-30	6	14	Light	Prechill at 10° C. for 5 days.
(Alternate method	TB	15-25	6	14	Light	Do.)
Chess, soft—Bromus mollis	P	20-30	7	14	Light	Prechill at 10° C. for 7 days.
Crownvetch—Coronilla varia	B, S	20	7	[1] 14		
Guar—Cyamopsis tetragonoloba	T, S	30	5	[1] 14		
Lentil—Len. culinaris	B	20	5	[1] 10		
Sorghum almum—Sorghum almum	T, S	20-35	5	21		Prechill at 5° C. for 5 days.

[1] Hard seeds often present.

6. In the list in § 201.101, insert in the proper alphabetical order the following:

Guar.
Lentil.
Vetch.

7. Amend § 201.107 (b) as follows:

Add to the list of agricultural and vegetable seeds considered weed seeds when occurring incidentally in importations of other agricultural or vegetable seeds the following in proper alphabetical order:

Brome, field—Bromus arvensis L.
Chess, soft—Bromus mollis L.
Crownvetch—Coronilla varia L.
Sorghum almum—Sorghum almum Parodi.

The amendments set forth above shall become effective on August 12, 1957.

(Sec. 402, 53 Stat. 1285; 7 U. S. C. 1592)

Done at Washington, D. C., this 8th day of July 1957.

[SEAL] EARL L. BUTZ,
Assistant Secretary.

[F. R. Doc. 57-5639; Filed, July 11, 1957; 8:52 a. m.]

Chapter VII—Commodity Stabilization Service (Farm Marketing Quotas and Acreage Allotments), Department of Agriculture

[1023—Allotments—(Maryland-58)—1]

Part 727—Maryland Tobacco

MARKETING QUOTA REGULATIONS, 1958-59 MARKETING YEAR

Correction

In Federal Register Document 57-5059, appearing at page 4355 of the issue for June 20, 1957, the fifth line of paragraph (a) of § 727.921 should read "divided for 1958, the 1958 tobacco".

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

Part 1022—Sweet Cherries Grown in Designated Counties in Washington

DETERMINATION RELATIVE TO THE EXPENSES AND THE FIXING OF THE RATE OF ASSESSMENT FOR THE INITIAL FISCAL PERIOD

Notice was published in the June 22, 1957, daily issue of the FEDERAL REGISTER (22 F. R. 4423) that consideration was being given to the proposals regarding the expenses and the fixing of the rate of assessment for the initial fiscal period ending March 31, 1958, under the marketing agreement and Order No. 122 (7 CFR Part 1022; 22 F. R. 3835) regulating the handling of sweet cherries grown in designated counties in Washington, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.). After consideration of all relevant matters presented, including the proposals set forth in such notice which were submitted by the Washington Cherry Marketing Committee (established pursuant to said marketing agreement and order), it is hereby found and determined that:

§ 1022.201 *Expenses and rate of assessment for the initial fiscal period*—(a) *Expenses.* The expenses that are reasonable and likely to be incurred by the Washington Cherry Marketing Committee, established pursuant to the provisions of the aforesaid marketing agreement and order, to enable such committee to perform its functions, in accordance with the provisions thereof, during the initial fiscal period beginning June 1, 1957, and ending March 31, 1958, will amount to $8,757.83.

(b) *Rate of assessment.* The rate of assessment, which each handler who first handles cherries shall pay as his pro rata share of the aforesaid expenses in accordance with the applicable provisions of said marketing agreement and order is hereby fixed at one dollar ($1.00) per ton of cherries so handled by such handler during such initial fiscal period.

It is hereby further found that it is impracticable and contrary to the public interest to postpone the effective time hereof until 30 days after publication in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) in that (1) shipments of cherries are now being made; (2) the rate of assessment is applicable to all cherries shipped during the aforesaid initial fiscal period; and (3) it is essential that the specification of assessment rate be issued immediately so as to enable the said Washington Cherry Marketing Committee to perform its duties and functions in accordance with said marketing agreement and order.

Terms used in the marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said marketing agreement and order.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: July 9, 1957.

[SEAL] F. R. BURKE,
Acting Deputy Administrator,
Marketing Services.

[F. R. Doc. 57-5666; Filed, July 11, 1957; 8:49 a. m.]

TITLE 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

Subchapter C—Interstate Transportation of Animals and Poultry

[B. A. I. Order 309, Amdt. 15]

Part 74—Scabies in Sheep

CHANGES IN AREAS QUARANTINED

Pursuant to the provisions of sections 1 and 3 of the act of March 3, 1905, as amended (21 U. S. C. 123, 125), sections 1 and 2 of the act of February 2, 1903, as amended (21 U. S. C. 111-113, 120), and section 7 of the act of May 29, 1884, as amended (21 U. S. C. 117), §§ 74.2, 74.3 and 74.4 of Part 74, as amended, Subchapter C, Chapter 1, Title 9, Code of Federal Regulations, which quarantine certain areas because of scabies in sheep, are hereby deleted.

Effective date. The foregoing amendment shall become effective upon issuance.

The amendment releases from quarantine all areas in the States of Louisiana and Mississippi heretofore quarantined because of the contagious, infectious, and communicable disease of sheep known as scabies. Hereafter the restrictions pertaining to the interstate movement of sheep from quarantined areas, contained in 9 CFR and Supp., Part 74, as amended, will not apply to such areas. However, the restrictions pertaining to such movement from nonquarantined areas, contained in said Part 74, as amended, will apply thereto.

The amendment relieves certain restrictions presently imposed, and must be made effective immediately to be of maximum benefit to persons subject to the restrictions which are relieved. Accordingly, under section 4 of the Administrative Procedure Act (5 U. S. C. 1003), it is found upon good cause that notice and other public procedure with respect to the amendment are inpracticable and contrary to the public interest, and the amendment may be made effective less than 30 days after publication in the FEDERAL REGISTER.

(Sec. 2, 32 Stat. 792, as amended; 21 U. S. C. 111)

Done at Washington, D. C., this 8th day of July 1957.

[SEAL] M. R. CLARKSON,
Acting Administrator,
Agricultural Research Service.

[F. R. Doc. 57-5670; Filed, July 11, 1957; 8:50 a. m.]

TITLE 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T. D. 54393]

CERTAIN IMPORTED ARTICLES SUBJECT TO INTERNAL REVENUE SERVICE TAXES

To correspond with the applicable provisions of the Internal Revenue Code of 1954 and the regulations of the Internal Revenue Service thereunder, the Customs Regulations are amended as follows:

Part 9—Importations by Mail

The heading and paragraphs (a) and (b) of § 9.8 are amended to read:

§ 9.8 *Cigars, cigarettes, and manufactured tobacco; oleomargarine; and playing cards*—(a) In the case of mail entries for cigars, cigarettes, manufactured tobacco, oleomargarine, or playing cards required to have internal-revenue stamps affixed, customs officers shall sign and attach to the entries internal-revenue Form 923 (order for stamps—imported manufactures), after such completion as directed thereon, and customs Form 3473. When the parcel is addressed for delivery at the post office where it is examined and customs Form

3473 is not required to insure the taking of the action described thereon, Form 3473 need not be prepared. The postmaster will furnish the addressee with internal-revenue Form 923 (order for stamps—imported manufactures). The addressee will be required to secure the necessary internal-revenue stamps and affix them to the immediate packages of the merchandise before the parcel will be delivered to him.

(1) In lieu of securing and affixing internal-revenue stamps to packages of cigars, the addressee may file with the district director of internal revenue a tax return, Form 2135, with proper remittance. The addressee shall secure from the district director a copy of such tax return, bearing acknowledgment of receipt with remittance, and present it to the appropriate customs officer or postmaster, before the parcel will be released to him.

(2) When cigars, cigarettes, manufactured tobacco, or playing cards, imported by mail, bear the required internal revenue stamps affixed in a foreign country as provided by Internal Revenue Regulations (26 CFR 270.194, 275.183, and 305.19 (d)), they may be treated the same as any importation by mail subject only to duty.

(b) When appropriate, the immediate packages of the merchandise shall be stamped by customs officers before the shipment is released for delivery.

(R. S. 161, 251, sec. 624, 46 Stat. 759; 5 U. S. C. 22, 19 U. S. C. 66, 1624)

PART 10—ARTICLES CONDITIONALLY FREE, SUBJECT TO A REDUCED RATE, ETC.

As the tobacco product formerly named in the internal-revenue law and regulations as "snuff" is merely another form of manufactured tobacco for use in the mouth or nose, and is included in the definition of manufactured tobacco in the Internal Revenue Code of 1954, § 10.65 is amended by deleting "snuff," from the first sentence of paragraph (a), by inserting "manufactured" before "tobacco" where "tobacco" appears the second time in the first sentence of paragraph (c) (2), and by deleting "or snuff" from that sentence.

(R. S. 161, 251, sec. 624, 46 Stat. 759; 5 U. S. C. 22, 19 U. S. C. 66, 1624)

PART 11—PACKING AND STAMPING; MARKING; TRADE-MARKS AND TRADE NAMES; COPYRIGHTS

1. Section 11.1 is amended by deleting "cheroots," from the heading and the first sentence of paragraph (a); by deleting "and canceled" from the second sentence of paragraph (a); and by substituting "packages" for "containers" wherever that word appears in paragraph (a).

2. Footnote 1 appended to § 11.1 (a) is amended by substituting "§ 10.21 (1)" for "10.18."

3. Section 11.1 (b) is amended to read:

(b) After the cigars have been examined, weighed, and appraised and before release, the importer, except in the case of cigars entitled to entry as returned domestic products, shall affix to each package one or more internal-revenue stamps of the proper class and denomination as will fully taxpay the contents of such package, unless such stamp or stamps shall have been affixed abroad as provided for by regulations of the Internal Revenue Service or unless the importer pays the tax by return in accordance with § 270.230 of this chapter. The inspecting officer shall also see that each package of cigars weighing more than 3 pounds per 1,000 has the class designation prescribed by § 270.191 of this chapter, Internal Revenue regulations (26 CFR 270.191), legibly imprinted thereon or on a label securely affixed thereto. Where the importer pays the tax in accordance with § 270.230 of this chapter, the inspecting officer shall also see that each package of cigars has the mark (number of cigars contained in such package), prescribed by § 270.191a of this chapter, legibly imprinted thereon or on a label securely affixed thereto.

4. Section 11.1 (c), is amended by deleting "and canceled" from the first sentence, by substituting "(26 CFR 270)" for "No. 8" in that sentence and by deleting the second sentence.

5. Section 11.1 (d) is amended to read:

(d) No cigars or cigarettes shall be released for consumption unless packed and marked in accordance with Part 270, Internal Revenue Regulations (26 CFR 270).

6. Section 11.1 (e) is amended by deleting "cheroots," from the first sentence and by deleting ", cheroots," from the third sentence.

7. The citation of authority for § 11.1 is amended to read:

(68A Stat. 713; 26 U. S. C. 5723)

8. Section 11.2 is amended to read:

§ 11.2 *Manufactured tobacco*—(a) All manufactured tobacco, as defined in § 275.24 of this chapter, Internal Revenue Regulations (26 CFR 275.24), before release for consumption shall be properly packed and marked, and each package subject to tax shall have securely affixed thereto before release one or more stamps of such denominations as will fully taxpay the contents thereof. If the invoice and entry presented for imported manufactured tobacco show that sufficient internal-revenue stamps required to denote payment of the tax have been affixed to the packages abroad, and also specify the number of packages of each size (based on the net weight of the manufactured tobacco therein) and the number of stamps of each denomination affixed to such packages, the collector may permit deposit of less than the entire importation for examination.

(b) In the case of returned American manufactured tobacco, the packages shall be marked or stamped by customs, preferably over the internal-revenue stamp, with the inscription "American goods returned."

(68A Stat. 713; 26 U. S. C. 5723)

9. Part 11 is amended by adding a new section designated § 11.2a reading as follows:

§ 11.2a *Release of tobacco materials to qualified manufacturers of tobacco products and dealers in tobacco material; also release of manufactured tobacco, cigars, and cigarettes to qualified manufacturers.* Tobacco materials may be released from customs custody, without the payment of internal-revenue tax, for delivery to a qualified dealer in tobacco materials, or to a qualified manufacturer of tobacco cigars, or cigarettes, under such dealer's or manufacturer's bond, solely for receipt into premises covered by bond. The collector of customs may permit such release upon the filing with him of a notice of release, Internal Revenue Form 2146, properly and completely executed by the dealer or manufacturer desiring release of the tobacco materials to him. Manufactured tobacco, cigars, or cigarettes may also be released from customs custody, without payment of internal-revenue tax and affixing of internal-revenue stamps, for delivery to a qualified manufacturer of such products, under the manufacturer's bond, solely for receipt into premises covered by such bond. The collector of customs may permit such release of tobacco products upon filing with him of a notice of release of imported tobacco products, Internal Revenue Form 2145, properly executed by the manufacturer concerned and properly endorsed by the appropriate assistant regional commissioner of internal revenue.

(68A Stat. 708; 26 U. S. C. 5704)

10. Section 11.4 (a) is amended by inserting ", not bearing stamps in payment of the tax affixed abroad in accordance with Internal Revenue Regulations (26 CFR 305.19)," after "playing cards," and by adding the following new sentence: "Imported playing cards bearing the required stamps affixed abroad may be treated the same as any importation subject only to duty."

11. Section 11.5 is amended by changing the citation of authority to read:

(68A Stat. 545; 26 U. S. C. 4591)

12. Section 11.7 is amended by deleting from the parentheses "Regulations 7, 10, 13, and 21;" and by substituting "225" and "251" for "185" and "191", respectively.

(R. S. 161, 251, sec. 624, 46 Stat. 759; 5 U. S. C. 22, 19 U. S. C. 66, 1624)

PART 19—CUSTOMS WAREHOUSES AND CONTROL OF MERCHANDISE THEREIN

1. Section 19.16 (b) is amended by substituting "the warning" for "the caution notice" and "package" for "box", and by substituting a comma for the period and adding "but if the applicable tax is payable by return in compliance with § 270.199 of this chapter and other applicable sections of the Internal Revenue regulations no internal-revenue stamps need be affixed."

2. Section 19.16 (f) is amended by deleting "both" and "and internal-revenue".

3. Section 19.16 (g) is amended to read:

(g) Before removal from warehouse for consumption, marking is required so that each package of such cigars shall have legibly imprinted or branded thereon, or on a label securely affixed thereto, a notice and (1) for customs purposes the notice shall state:

Made in No. ______, customs bonded manufacturing warehouse, class 6.

(2) For internal revenue purposes, unless the tax has been paid by return in which case no internal-revenue stamps are required, the wording shall state:

Law forbids the reuse of the Federal stamps hereon and requires the person who empties this package to destroy such stamps when the package is emptied.

If the tax is paid by return, the package must show the number of cigars contained in such package.

4. The citation of authority for § 19.16 is amended to read:

(Sec. 311, 46 Stat. 691, as amended, 68A Stat. 713, 716; 19 U. S. C. 1311, 26 U. S. C. 5723, 5752)

(R. S. 161, 251, sec. 624, 46 Stat. 759; 5 U. S. C. 22, 19 U. S. C. 66, 1624)

[SEAL] RALPH KELLY,
Commissioner of Customs.

Approved: July 2, 1957:

DAVID W. KENDALL,
Acting Secretary of the Treasury.

[F. R. Doc. 57-5662; Filed, July 11, 1957; 8:48 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Agricultural Research Service

[7 CFR Part 301]

WITCHWEED QUARANTINE AND REGULATIONS

NOTICE OF PROPOSED RULE MAKING

Notice is hereby given, in accordance with section 4 of the Administrative Procedure Act (5 U. S. C. 1003), that the Agricultural Research Service is considering the issuance of a witchweed quarantine and other regulations to appear, as follows, in a new subpart in 7 CFR Part 301, under the Federal Plant Pest Act (Public Law 85-36) and sections 8 and 9 of the Plant Quarantine Act, as amended (7 U. S. C. 161, 162):

SUBPART—WITCHWEED

§ 301.80 *Notice of quarantine.* Under the authority conferred by sections 103 and 106 of the Federal Plant Pest Act (Public Law 85-36) and sections 8 and 9 of the Plant Quarantine Act, as amended (7 U. S. C. 161, 162), and after public hearing, it has been determined that it is necessary to quarantine the States of North Carolina and South Carolina to prevent the spread of witchweed (Striga sp.), a parasitic plant which causes a dangerous disease of corn, sorghum, and other crops of the grass family, and which has not heretofore been widely prevalent or distributed within and throughout the United States, and said States are hereby quarantined and regulations are hereinafter prescribed (§§ 301.80-1 through 301.80-11) governing the movement of witchweed and carriers thereof. Hereafter the following shall not be shipped, deposited for transmission in the mail, offered for shipment, received for transportation, carried, otherwise transported or moved, or allowed to be moved by mail or otherwise, by any person, from any quarantined State into or through any other State, Territory, or District of the United States in any manner or method, or under conditions other than those prescribed in the regulations as from time to time amended: (a) Soil, separately or with other things; (b) nursery stock and other plants with roots attached; (c) true bulbs, corms, rhizomes, and tubers; (d) root crops; (e) hay, straw, fodder and plant litter of any kind; (f) seed cotton; (g) tobacco; (h) peanuts in shells; (i) ear corn; (j) soybeans; (k) small grains; (l) used farm tools, implements and harvesting machinery; (m) used construction and maintenance equipment; (n) used crates, boxes, burlap bags, and cotton picking sacks, and other used farm products containers; and (o) other farm products and farm equipment, processing machinery, trucks, wagons, railway cars, aircraft, boats, and other means of conveyance, and unlimited by the foregoing, any other products and articles of any character whatsoever, not covered by paragraphs (a) through (n), when it is determined in accordance with the regulations, that they present a hazard of spread of witchweed. However, the requirements of the quarantine and other regulations, with respect to such products, articles, and means of conveyance, are hereby limited to the areas in any quarantined State which may be designated as regulated areas as provided in the regulations, as long as in the judgment of the Administrator of the Agricultural Research Service, the enforcement of the regulations as to such regulated areas will be adequate to prevent the spread of witchweed, except that such limitation is further conditioned upon the affected State's providing regulations for and enforcing control of the movement within such State of witchweed and other regulated articles under the same conditions as those which apply to their interstate movement under the provisions of the currently existing Federal quarantine and other regulations in this subpart, and upon the State's providing regulations for and enforcing such sanitation measures with respect to such areas or portions thereof as, in the judgment of said Administrator, are adequate to prevent the spread of witchweed within such State. Moreover, whenever the Director of the Plant Pest Control Division shall find that facts exist as to the pest risk involved in the movement of one or more of the products, articles, or means of conveyance to which the regulations apply, making it safe to modify by making less stringent the requirements contained in the regulations, except § 301.80-3, he shall set forth and publish such finding in administrative instructions, specifying the manner in which the regulations should be made less stringent, whereupon such modification shall become effective for such period and for such regulated areas or portion thereof and for such products, articles, and means of conveyance, as shall be specified in said administrative instructions, and every reasonable effort shall be made to give publicity to such administrative instructions throughout the affected areas. Under the Federal Plant Pest Act, no person shall knowingly move any witchweed plants or reproductive parts thereof, including seed, into or through the United States or from any State, Territory, or District of the United States into or through any other such State, Territory, or District, or knowingly accept delivery of such plants or parts so moving, unless such movement is authorized under permit from the Department of Agriculture and is made in accordance with any conditions in the permit and applicable provisions of this subpart.

REGULATIONS

§ 301.80-1 *Definitions.* For the purposes of the provisions in this subpart, except where the context otherwise requires, the following terms shall be construed respectively to mean:

(a) *Witchweed.* Parasitic plants of the genus Striga, and any reproductive parts thereof, including seed.

(b) *Infestation.* The presence of witchweed.

(c) *Regulated area.* Any county, other minor civil division, farm, or other premises, or part thereof, designated in administrative instructions under § 301.-80-2 as a regulated area.

(d) *Regulated articles.* Witchweed, means of conveyance, and other products and articles of any character whatsoever, the movement of which is regulated by the witchweed quarantine (§ 301.80) and the regulations in §§ 301.80-1 through 301.80-11.

(e) *"Moved" ("movement", "move").* Shipped, deposited for transmission in the mail, offered for shipment, received for transportation, carried, otherwise transported or moved, or allowed to be moved, by mail or otherwise, by any person, interstate, directly or indirectly. "Movement" and "move" shall be construed accordingly.

(f) *Interstate.* From any State, Territory or District (including possessions and the District of Columbia) of the United States into or through any other such State, Territory, or District.

(g) *Certificate.* A document evidencing compliance with the requirements of this subpart.

(h) *Limited permit.* A document authorizing the movement of regulated articles to a restricted destination for limited handling, utilization, processing, or treatment.

(i) *Dealer-carrier agreement.* An agreement to comply with stipulated conditions, executed by persons engaged in purchasing, assembling, exchanging, handling, processing utilizing, treating, or moving regulated articles.

(j) *Administrative instructions.* Documents relating to the enforcement of the provisions in this subpart issued under authority of the provisions thereof by the Director of the Plant Pest Control Division, Agricultural Research Service.

(k) *Inspector.* An inspector of the United States Department of Agriculture.

(l) *Person.* This term includes any corporation, partnership, firm, company, joint stock company, society, or association, as well as any individual.

§ 301.80–2 *Designation of regulated areas.* The Director of the Plant Pest Control Division shall, from time to time, in administrative instructions promulgated by him, list the counties, other minor civil divisions, farms, or other premises, or parts thereof, in the quarantined States, in which infestation of the witchweed has been determined to exist, or in which it has been determined such infestation is likely to exist, or which it is deemed necessary to regulate because of their proximity to infestation or their inseparability for quarantine enforcement purposes from infested localities, and shall designate such counties, other civil divisions, farms, and other premises, and parts thereof, as regulated areas. Any civil division, premises, or part thereof, so designated shall continue in a regulated status until the Director of the Plant Pest Control Division shall have determined that adequate eradication measures have been practiced for a sufficient length of time to eradicate witchweed therein and that regulation of such area is not otherwise necessary under this section, and shall have issued administrative instructions revoking the designation of such civil division, premises, or part thereof, as a regulated area.

§ 301.80–3 *Witchweed; conditions of movement.* Witchweeds may be moved from any State, Territory, or District of the United States into or through any other such State, Territory, or District and delivery of witchweeds so moving may be accepted only if such movement is made for scientific purposes under specific permit from the Director of the Plant Pest Control Division and in accordance with such conditions as may be required in such permit by the Director. The permit shall be securely attached to the outside of the container of the witchweeds when they are so moved.

§ 301.80–4 *Other regulated articles; conditions of movement*—(a) *Designated articles.* Unless exempted by administrative instructions, the following may be moved from any regulated area into or through any point outside of the regulated areas only if accompanied by a valid certificate or limited permit issued in compliance with § 301.80–7 and if the applicable requirements of §§ 301.80–5 and 301.80–6 are also met: soil, separately or with other things; nursery stock and other plants with roots attached; true bulbs, corms, rhizomes and tubers; root crops; hay, straw, fodder, and plant litter of any kind; seed cotton; tobacco; peanuts in shells; ear corn; soybeans; small grains; used farm tools, implements and harvesting machinery; used construction and maintenance equipment; and used crates, boxes, burlap bags, and cotton picking sacks, and other used farm products containers. However, regulated articles of kinds within this paragraph which originate outside of the regulated areas and are moving through or are being reshipped from a regulated area may be moved from such regulated area into or through any point outside of the regulated areas without further restriction under this subpart when their point of origin is clearly indicated, when their identity has been maintained, and when they have been safeguarded against infestation while in the regulated areas in a manner satisfactory to an inspector and do not present a hazard of spread of witchweed. Otherwise such regulated articles shall be subject to all applicable requirements under this subpart for articles originating in the regulated areas.

(b) *Articles determined to present hazards.* When it has been determined by an inspector that, due to contamination with witchweed, a hazard of spread of witchweed is presented by any farm products, farm equipment, processing machinery, trucks, wagons, railway cars, aircraft, boats, other means of conveyance, or, unlimited by the foregoing, any other products or articles of any character whatsoever, not covered by paragraph (a) or § 301.80–3, notice of such fact shall be given to the person having custody thereof. Thereafter, except as exempted in administrative instructions, such contaminated articles may be moved from any regulated area into or through any point outside of the regulated areas only if accompanied by a valid certificate or limited permit issued in compliance with § 301.80–7 (a) (1) (iii) or (b) and if the applicable requirements of §§ 301.80–5 and 301.80–6 are also met.

§ 301.80–5 *Use of certificates or limited permits with shipments.* Every container of regulated articles required to have a certificate or limited permit under § 301.80–4 shall have such certificate or permit securely attached to the outside thereof, when offered for movement under said section, except that where the regulated articles are adequately described on a certificate or limited permit attached to the waybill, the attachment of a certificate or limited permit to each container of the articles will not be required.

§ 301.80–6 *Protecting certified articles.* Subsequent to certification as provided in § 301.80–7, regulated articles must be loaded, handled, and shipped, only under such protection and safeguards against infestation as are required by the inspector.

§ 301.80–7 *Conditions governing the issuance of certificates and limited permits*—(a) *Certificates.* (1) Certificates may be issued by the inspector for the movement of the regulated articles specified in § 301.80–4 (a) under any of the following conditions:

(i) When, in the judgment of the inspector, they have not been exposed to infestation.

(ii) When they have been examined by the inspector and found to be free of infestation.

(iii) When they have been treated to destroy witchweed under the observation of the inspector and in accordance with methods selected by him from administratively authorized procedures known to be effective under the conditions in which applied.

(iv) When grown, produced, manufactured, stored or handled in such manner that, in the judgment of the inspector, no infestation would be transmitted thereby.

(2) Certificates may be issued by the inspector for the movement of regulated articles covered by § 301.80–4 (b) under the conditions stated in subparagraph (1) (iii).

(b) *Limited permits.* Limited permits may be issued by the inspector for the movement of noncertified regulated articles under § 301.80–4 to specified destinations for limited handling, utilization, or processing, or for treatment.

(c) *Dealer-carrier agreement.* As a condition of issuance of certificates or limited permits for the movement of regulated articles, any person engaged in purchasing, assembling, exchanging, handling, processing, utilizing, treating, or moving such articles may be required to sign a dealer-carrier agreement stipulating that he will maintain such safeguards against the establishment and spread of infestation and comply with such conditions as to the maintenance of identity, handling, and subsequent movement of such articles and the cleaning and treatment of means of conveyance and containers used in the transportation of such articles as may be required by the inspector.

§ 301.80–8 *Assembly of articles for inspection.* Persons intending to move any of the regulated articles under § 301.80–4 shall make application for inspection as far in advance as possible, shall so handle such articles as to safeguard them from infestation, and shall assemble them at such points and in such manner as the inspector shall designate to facilitate inspection.

§ 301.80–9 *Cancellation of certificates or limited permits.* Certificates or limited permits for any regulated articles issued under the regulations in this subpart may be withdrawn or cancelled and further certificates or permits for such articles may be refused by the inspector whenever he determines that the further use of such certificates or permits might result in the spread of witchweed.

§ 301.80–10 *Inspection and disposal.* Any properly identified inspector is authorized to stop and inspect, without a warrant, any person or means of conveyance moving from any State, Territory, or District of the United States into or through any other such State, Territory, or District and any plant pest and any product and article of any character whatsoever carried thereby, upon probable cause to believe that such means of conveyance, product, or article is infested or infected by or contains any plant pest or is moving subject to this subpart or any other regulations under the Plant Pest Act or that such person or means of conveyance is carrying any plant pest subject to that Act and to stop and inspect, without a warrant, any means of conveyance so moving, upon probable cause to believe it is carrying any product or article prohibited or restricted movement under the Plant Quarantine Act or any quarantine or order thereunder. Such inspector is authorized to seize, destroy, or otherwise dispose of, or require disposal of, products, articles, means of conveyance, and plant pests in accordance with section 105 of the Federal Plant Pest Act and section 10 of the Plant Quarantine Act.

§ 301.80–11 *Nonliability of Department.* The United States Department of Agriculture disclaims liability for any cost incident to inspection or treatment required under the provisions in this subpart other than for the services of the inspector.

Any interested persons who wish to submit written data, views, or arguments with respect to the proposal may do so by filing them with the Director of the Plant Pest Control Division, Agricultural Research Service, U. S. Department of Agriculture, Washington 25, D. C., within 30 days after the date of the publication of this notice in the FEDERAL REGISTER.

(Secs. 8, 9, 37 Stat. 318, as amended; 7 U. S. C. 161, 162; Public Law 85–36)

Done at Washington, D. C., this 9th day of July 1957.

[SEAL] M. R. CLARKSON,
Acting Administrator,
Agricultural Research Service.

[F. R. Doc. 57–5667; Filed, July 11, 1957; 8:49 a. m.]

[7 CFR Part 301]

WITCHWEED

ADMINISTRATIVE INSTRUCTIONS DESIGNATING REGULATED AREAS

Notice is hereby given under section 4 of the Administrative Procedure Act (5 U. S. C. 1003) that the Director of the Plant Pest Control Division, contingent upon authority being delegated to him in conformity with § 301.80–2 of the proposed Witchweed regulations supplemental to the proposed Witchweed notice of quarantine (§ 301.80–2, supra), under the Federal Plant Pest Act (Public Law 85–36) and sections 8 and 9 of the Plant Qurantine Act, as amended (7 U. S. C. 161, 162), is considering issuing the following administrative instructions listing parts of minor civil divisions, farms, and other premises, in which infestations of the witchweed have been determined to exist, or in which it has been determined such infestation is likely to exist, or which it is deemed necessary to regulate because of their proximity to infestation or their inseparability for quarantine enforcement purposes from infested localities, thereby designating such parts of minor civil divisions, farms, and other premises, as witchweed regulated areas within the meaning of the provisions in the proposed new subpart, under the heading "Witchweed," in Title 7, Chapter III, Part 301, of the Code of Federal Regulations:

§ 301.80–2a *Administrative instructions designating regulated areas under the witchweed quarantine.* Infestations of the witchweed have been determined to exist in the parts of minor civil divisions, farms, and other premises listed below, or it has been determined that such infestation is likely to exist therein, or it is deemed necessary to regulate such localities because of their proximity to infestation or their inseparability for quarantine enforcement purposes from infested localities. Accordingly, such parts of minor civil divisions, farms, and other premises are hereby designated as Witchweed regulated areas within the meaning of the provisions in this subpart:

NORTH CAROLINA

Bladen County. The E. J. Cain farm located on a soil surface road 0.8 mile east of White Oak, including all highways and roadways abutting thereon.

The George Cain farm located on a soil surface road one mile northeast of Ruskin, including all highways and roadways abutting thereon.

The Floyd Edge farm located 2.5 miles northeast of White Oak, on White Oak-Ammon Road, including all highways and roadways abutting thereon.

The Sidney Johnson farm, operated by Robert Sealey, located on State Highway No. 131, 0.25 mile southeast of intersection of State Highway No. 131 and State Highway No. 41, including all highways and roadways abutting thereon.

The E. F. Owens farm located on White Oak-Ammon Road, three miles north of White Oak, including all highways and roadways abutting thereon.

The Fred Singletary farm, operated by James Singletary, located one mile northwest of Richardson, on State Highway No. 211, including all highways and roadways abutting thereon.

The Gaston Taylor farm located on State Highway No. 131, 0.5 mile northwest of the intersection of State Highway No. 131 and State Highway No. 41, including all highways and roadways abutting thereon.

Columbus County. That area bounded on the north by U. S. Highway No. 74, on the east by State Highway No. 242, on the south by a line projecting due west from the intersection of State Highway No. 242 and Whiteville and Princess Ann Road to the Columbus-Robeson County Line, and on the west by the Columbus-Robeson County Line (excluding the area within the corporate limits of the Town of Evergreen).

The Charlie Faulk farm located 1.5 miles northwest of Evergreen on U. S. Highway No. 76, including all highways and roadways abutting thereon.

The E. M. Kissam farm located 1.5 miles north of Evergreen, and 0.3 mile west of State Highway No. 242 at the end of a farm road; and the A. J. Kissam farm adjoining; including all highways and roadways abutting thereon.

The Lennon Estate, operated by Benjamin Lennon, and the adjoining Ezra Lennon farm, located on a soil surface road 0.5 mile northwest of the junction of said soil surface road and State Highway No. 242, said junction being one mile southwest of the Bladen-Columbus County line; including all highways and roadways abutting thereon.

The Malcolm Ransom farm located one mile south of the Bladen-Columbus County line on Mt. Olive-Bladenboro Road, including all highways and roadways abutting thereon.

The Paul Willoughby, Sr., farm located on the old Boardman-Bladenboro Road 0.5 mile northeast of the junction of the old Boardman-Bladenboro Road and State Highway No. 242; and the Paul Willoughby, Jr., farm located on the old Boardman-Bladenboro Road 0.6 mile northeast of the junction of the old Boardman-Bladenboro Road and State Highway No. 242; including all highways and roadways abutting thereon.

Cumberland County. The J. R. Averitt farm, the M. B. Alphin farm, and the (Mrs.) W. E. Jackson farm, located 1.25 miles southeast of Cedar Creek on North Carolina Highway No. 53; including all highways and roadways abutting thereon.

The D. C. Carter farm located on State Highway No. 210, 0.5 mile east of the junction of State Highway No. 210 and State Highway No. 53, and all highways and roadways abutting thereon.

The E. M. Starling farm located on the south side of State Highway No. 53, 0.5 mile northwest of the junction of State Highway No. 53 and State Highway 210, including all highways and roadways abutting thereon.

Robeson County. That area included within a circle having a 0.5 mile radius and center at the Union Elementary School on State Highway No. 710, including all highways and roadways abutting thereon.

That area beginning at the junction of State Highway No. 211 and Carthage Road and extending in a northwesterly direction on Carthage Road to include the farms of L. E. Bruce, Sandy Lowery, S. A. Lowery, James A. Jacob, Willie F. Sutton, J. E. Bell, Boyd Humphrey, and Bertha Jones; including all highways and roadways abutting thereon.

The (Mrs.) O. D. Allen farm located on the Maxton-Bennettsville Road, 2.7 miles southwest of Raemon, and all highways and roadways abutting thereon.

The Earlie Bullard farm located on Red Bank Road, one mile southeast of the A. C. L. Railroad crossing, including all highways and roadways abutting thereon.

The Woodrow Cumming farm located at Moss Neck, and all highways and roadways abutting thereon.

The M. B. Jones farm located on Buie-Rennert Road, 0.5 mile north of the intersection of Buie-Rennert Road and State Highway No. 211, including all highways and roadways abutting thereon.

The O. M. McIntyre farm located 0.1 mile east of Raemon on State Highway No. 130, and all roadways and highways abutting thereon.

The C. T. McQueen farm located on the Maxton-Bennettsville Road, 4.5 miles southwest of Raemon, and all highways and roadways abutting thereon.

The Bruce McRae farm located on the Maxton-Bennettsville Road, 4.6 miles southwest of Raemon, and all highways and roadways abutting thereon.

The A. N. Mitchell farm located one mile northwest on a paved road that joins with State Highway No. 41, 0.3 mile north of Fairmont, including all highways and roadways abutting thereon.

The E. A. Nance farm located on Beaulah Church Road, four miles southwest of Allentown, including all highways and roadways abutting thereon.

The Mrs. Hays Strickland farm located at the southwest side of the intersection of State Highway No. 83 and the Maxton-Bennettsville Road, and all highways and roadways abutting thereon.

The Paul Thompson farm, operated by Lonnie Brooks, located on the south side of a paved road, 0.5 mile northwest of the junction of said paved road with State Highway No. 130, said junction being 4 miles southwest of Fairmont; and the Mrs. Lonnie Locklear farm across the road from said Paul Thompson farm; including all highways and roadways abutting thereon.

The Gaddy Ward farm, operated by Gaines Phillips, located on the east side of State Highway No. 904 and the Floyd Townsend farm located on the west side of State Highway No. 904, 1.5 miles southwest of the junction of State Highway No. 904 and State Highway No. 130; including all highways and roadways abutting thereon.

The Miss Lola Watson farm, operated by Arthur Fanton, located on the north side of Red Bank Road and the Neal Lowery, Jr., farm, located on the south side of Red Bank Road, 1.4 miles northeast of Daystrom; including all highways and roadways abutting thereon.

SOUTH CAROLINA

Dillon County. The adjoining farms of H. C. Branch, R. F. Schackelford and Mrs. C. T. Pate, located on South Carolina Secondary Highway No. 61, 0.5 mile southwest of Oakland Crossroads; including all highways and roadways abutting thereon.

The E. P. Lee farm located on soil surface road 0.75 mile northeast of the State Secondary Highway No. 23, said soil surface road junctioning with State Secondary Highway No. 23, 1.5 miles southwest of the North Carolina-South Carolina State line, including all highways and roadways abutting thereon.

The W. M. Lock farm located on State Secondary Highway No. 23, three miles northeast of Little Rock, including all highways and roadways abutting thereon.

An area comprised of the adjoining farms of Hamp Lupo, Bliss Hayes, John D. Reagan, James McClellon, Flora Harrelson, and D. D. McDonald, located 3.3 miles east of Dillon; and all highways and roadways abutting thereon.

The Polly McDaniel farm, operated by Al McDaniel, located on the north side of State Secondary Highway No. 40, at its junction with State Secondary Highway No. 156, including all highways and roadways abutting thereon.

The Warner McDaniel farm located on State Secondary Highway No. 156, 0.75 mile southeast of the junction of State Secondary Highway No. 156 and State Secondary Highway No. 40, including all highways and roadways abutting thereon.

The Mrs. Annie McGinnis farm, operated by D. B. McGinnis, located on South Carolina Highway No. 57, 0.5 mile south of the junction of State Highway No. 57 and State Secondary Highway No. 26, and all highways and roadways abutting thereon.

The Miss Thelma Seals farm, operated by Brooks Wilkerson, located on South Carolina Secondary Highway No. 23, 2.25 miles northeast of Little Rock, including all highways and roadways abutting thereon.

The J. E. Sizemore farm, operated by Robert Miller, located on State Secondary Highway No. 45, 0.25 mile southwest of the crossroads of State Secondary Highway No. 45 and State Secondary Highway No. 34, including all highways and roadways abutting thereon.

The R. F. Stafford farm, operated by Elwood Dillon, located on State Highway No. 57, 0.25 mile northwest of Floydale, including all highways and roadways abutting thereon.

Horry County. That area included within a circle having 1.25 miles radius and center at Cedar Creek Church located on State Secondary Highway No. 23, including all highways and roadways abutting thereon.

The W. L. Black farm located on U. S. Highway No. 76, one mile northeast of the intersection of U. S. Highway No. 76 and State Highway No. 9, including all highways and roadways abutting thereon.

The Mrs. Macon Elliot farm, operated by Macon Elliot, located 0.6 mile southeast of State Secondary Highway No. 23 on a soil surface road which intersects State Secondary Highway No. 23 two and one-tenth miles south of the junction of State Secondary Highway No. 23 and State Highway No. 9; including all highways and roadways abutting thereon.

The Lowe Floyd farm located on the north side of South Carolina Highway No. 9 and the James R. Battle Estate, operated by Lesley Elliot, located on the south side of State Highway No. 9, at the junction of State Highway No. 9 and State Secondary Highway No. 23, including all highways and roadways abutting thereon.

The A. J. Hammond farm located on a soil surface road 0.75 mile east of Free Welcome Church on the extension of State Secondary Highway No. 23, including all highways and roadways abutting thereon.

The Jack Nash farm, operated by Thomas Stroud, located on a soil surface road 2.5 miles southwest of the junction at Cedar Creek Church of said soil surface road and State Secondary Highway No. 23; including all highways and roadways abutting thereon.

Marion County. The Will Gerald farm located 1.8 miles southeast of State Secondary Highway No. 60 on a soil surface road which begins at State Secondary Highway No. 60, 0.4 mile northeast of the Little Pee Dee River; including all highways and roadways abutting thereon.

The Short Gilchrist farm, operated by Short Gilchrist and Clifford Walker, located 0.5 mile southeast of State Secondary Highway No. 60 on a soil surface road which begins at Secondary Highway No. 60, 0.4 mile northeast of the Little Pee Dee River; including all highways and roadways abutting thereon.

The W. B. Norwood farm located on the south side of Old Marion-Mullins Highway and the R. A. Guyton farm, located on the north side of Old Marion-Mullins Highway, three miles northeast of Marion, including all highways and roadways abutting thereon.

Marlboro County. The Hughes farm, operated by William Shedrick, located 0.8 mile south of State Highway No. 34 on a soil surface road which intersects State Highway No. 34 at Bethlehem Methodist Church; including all highways and roadways abutting thereon.

All persons who desire to submit written data, views, or arguments in connection with this matter should file the same with the Director of the Plant Pest Control Division, Agricultural Research Service, United States Department of Agriculture, Washington 25, D. C., within 30 days after the date of the publication of this notice in the FEDERAL REGISTER.

(Sec. 8 and 9, 37 Stat. 318, as amended; 7 U. S. C. 161, 162; Public Law 85-36)

Done at Washington, D. C., this 9th day of July 1957.

[SEAL] E. D. BURGESS,
Director,
Plant Pest Control Division.

[F. R. Doc. 57-5668; Filed, July 11, 1957; 8:49 a. m.]

[7 CFR Part 301]

WITCHWEED

ADMINISTRATIVE INSTRUCTIONS EXEMPTING CERTAIN ARTICLES FROM SPECIFIED REQUIREMENTS

Notice is hereby given under section 4 of the Administrative Procedure Act (5 U. S. C. 1003) that the Director of the Plant Pest Control Division, contingent upon authority being delegated to him in conformity with the proposed Witchweed notice of quarantine and § 301.80-4 of the regulations supplemental thereto (§§ 301.80, 301.80-4, supra), under the Federal Plant Pest Act (Public Law 85-36) and sections 8 and 9 of the Plant Quarantine Act, as amended (7 U. S. C. 161, 162), is considering issuing the following administrative instructions to exempt certain regulated articles from specified requirements of said regulations, as follows:

§ 301.80a *Administrative instructions exempting certain articles from specified requirements.* (a) It has been found that facts exist as to the pest risk involved in the movement of the following regulated articles under the regulations in this subpart which make it safe to make less stringent the requirements of the regulations with respect to the movement of such articles from any regulated area, as hereinafter provided. The following articles are hereby exempted from the requirements of §§ 301.80-4, 301.80-5, 301.80-6, and 301.80-8 under the conditions set forth hereinafter:

(1) Root crops, such as turnips, carrots, and sweet potatoes, when moving to a designated processing plant, or when washed free of soil and thereafter protected from infestation to the satisfaction of the inspector.

(2) Seed cotton when moving to a designated gin.

(3) Tobacco when moving to a designated warehouse or storage facility.

(4) Soybeans if the beans and any containers for the beans did not come in contact with the soil during harvesting and if the beans are moving forthwith to a designated oil mill or storage facility for crushing or uses other than planting.

(5) Small grain if the grain and any containers for the grain did not come in contact with the soil during harvesting and if the grain is moving forthwith to a designated storage facility for uses other than planting.

(6) Ear corn when harvested from the stalk and placed, without coming in contact with the soil, in a wagon or truck for direct transportation to storage or other handling facility.

(7) Used farm tools and implements, when washed, steam cleaned or air cleaned, and thereafter protected from infestation, to the satisfaction of the inspector. (This exemption does not apply to mechanical cotton or corn pickers, combines, or hay balers or to cotton picking sacks.)

(8) Trucks, wagons, railway cars, aircraft, boats, and other means of conveyance determined to present a hazard under § 301.80-4 (b), when treated to the satisfaction of the inspector.

(b) Information as to designated processing plants, oil mills, warehouses, storage and handling faclities, and gins may be obtained from the inspector.

The proposed administrative instructions would permit the movement of certain articles without a certificate or limited permit or compliance with related requirements under the proposed Witchweed quarantine.

All persons who desire to submit written data, views, or arguments in connection with this matter should file the same with the Director of the Plant Pest Control Division, Agricultural Research, Service, United States Department of Agriculture, Washington 25, D. C., within 30 days after the date of the publication of this notice in the Federal Register.

(Secs. 8, 9, 37 Stat. 318, as amended; 7 U. S. C. 161, 162; Public Law 85-36)

Done at Washington, D. C., this 9th day of July 1957.

[SEAL] E. D. Burgess,
Director,
Plant Pest Control Division.

[F. R. Doc. 57-5669; Filed, July 11, 1957; 8:50 a. m.]

[7 CFR Part 301]

Soybean Cyst Nematode; Mississippi

DOMESTIC QUARANTINE NOTICE

The Administrator of the Agricultural Research Service has information that the soybean cyst nematode (Heterodera glycines Ichinohe), which causes a dangerous disease of soybeans and which previously has been found in certain parts of Arkansas, Kentucky, Missouri, North Carolina, and Tennessee, has recently been discovered in certain parts of Mississippi.

Notice is hereby given that it is proposed under the authority of section 8 of the Plant Quarantine Act, as amended (7 U. S. C. 161) and section 106 of the Federal Plant Pest Act (Public Law 85-36), to quarantine the State of Mississippi, and to restrict or prohibit the movement from said State, or from any locations therein designated as infested, into or through any other State, Territory, or District of the United States, of (1) soil, separately or with other articles; (2) nursery stock and other plants with roots attached; (3) true bulbs, corms, rhizomes, and tubers; (4) root crops; (5) soybeans; (6) small grains; (7) ear corn; (8) hay, straw, fodder and plant litter of any kind; (9) seed cotton; (10) used farm tools, implements, and harvesting machinery; (11) used construction and maintenance equipment; (12) used crates, boxes, burlap bags, and cotton picking sacks, and other used farm products containers; and (13) other farm products, farm equipment, and processing machinery, trucks, wagons, railway cars, aircraft, boats, and other means of conveyance, and unlimited by the foregoing, any other products and articles of any character whatsoever that present a hazard of spread of the soybean cyst nematode.

Regulations would also be issued under the Federal Plant Pest Act governing the movement in interstate commerce of live soybean cyst nematodes in any stage of development.

A notice was published in the Federal Register on June 26, 1957 (22 F. R. 4472) concerning a public hearing to be held before a representative of the Agricultural Research Service in the Panorama Room of the King Cotton Hotel, Jefferson at Front Street, Memphis, Tennessee, at 10 a. m., July 24, 1957, for the purpose of considering the proposal to quarantine the States of Arkansas and Kentucky and to restrict or prohibit the interstate movement of the aforesaid articles and products. Notice is hereby given that consideration will similarly be given at the same hearing to the aforesaid proposal concerning Mississippi. At the hearing any interested person may appear and be heard, either in person or by attorney, on any of the aforesaid proposals. Any interested person who desires to submit written data, views or arguments on the proposals may do so by filing the same with the Director of the Plant Pest Control Division, Agricultural Research Service, U. S. Department of Agriculture, Washington 25, D. C., on or before July 24, 1957, or with the presiding officer at the hearing.

Done at Washington, D. C., this 10th day of July 1957.

[SEAL] M. R. Clarkson,
Acting Administrator,
Agricultural Research Service.

[F. R. Doc. 57-5695; Filed, July 11, 1957; 8:59 a. m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 27]

Canned Fruits and Canned Fruit Juices; Definitions and Standards of Identity; Quality; and Fill of Container

NOTICE EXTENDING TIME IN WHICH TO FILE VIEWS AND COMMENTS ON PROPOSALS TO ESTABLISH DEFINITIONS AND STANDARDS OF IDENTITY FOR CANNED ORANGE JUICE; INDUSTRIAL ORANGE JUICE, ORANGE JUICE FOR PROCESSING; CONCENTRATED ORANGE JUICE; AND SWEETENED CONCENTRATED ORANGE JUICE

A request has been received for extension of the time for filing views and comments upon the proposal to establish definitions and standards of identity for certain types of orange juice which was published in the Federal Register on June 4, 1957 (22 F. R. 3893).

Pursuant to the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919; 21 U. S. C. 341, 371) and delegated to him by the Secretary (22 F. R. 1045), the Commissioner of Food and Drugs hereby extends until August 16, 1957, the time for filing views and comments upon the proposals to adopt definitions and standards of identity for canned orange juice; industrial orange juice; orange juice for processing; concentrated orange juice; and sweetened concentrated orange juice.

Dated: July 8, 1957.

[SEAL] Geo. P. Larrick,
Commissioner of Food and Drugs.

[F. R. Doc. 57-5665; Filed, July 11, 1957; 8:48 a. m.]

[21 CFR Part 120]

Tolerances and Exemptions From Tolerances for Pesticide Chemicals in or on Raw Agricultural Commodities

NOTICE OF FILING OF PETITION FOR ESTABLISHMENT OF TOLERANCES FOR RESIDUES OF 2,4-DICHLORO-6-(*O*-CHLOROANILINO) TRIAZINE

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408 (d) (1), 68 Stat. 512; 21 U. S. C. 346a (d) (1)), the following notice is issued:

A petition has been filed by Chemagro Corporation, 437 Fifth Avenue, New York 16, New York, proposing the establishment of tolerances for residues of 2,4-dichloro-6-(o-chloroanilino) triazine in or on raw agricultural commodities as follows: Celery, 40 parts per million; tomatoes, 10 parts per million; potatoes, 1 part per million.

The analytical method proposed in the petition for determining residues of 2,4-dichloro-6-(o-chloroanilino) triazine is as follows:

The crop sample is macerated with isopropyl alcohol and the 2,4-dichloro-6-(*o*-chloroanilino) triazine extracted from the mixture with benzene. An aliquot of the benzene extract is evaporated and the residue hydrolyzed by refluxing with dilute hydrochloric acid. The resultant *o*-chloroanilino is diazotized and coupled with *N*-(1-naphthyl)-ethylenediamine dihydrochloride to produce an intense magenta color in a manner similar to that of the Averell-Norris method for parathion (Analytical Chemistry, Volume 20, pages 753-756, 1948). The absorbance of the colored solution is measured at 540 mμ. A clean-up step is also required in this colorimetric procedure. It may consist either of chromatography on a column of Attapulgus clay-Super Cel just after evaporation of the benzene extract, or of Zn-HCl reduction immediately following the hydrolysis step.

Dated: July 5, 1957.

[SEAL] Robert S. Roe,
Director,
Bureau of Biological and
Physical Sciences.

[F. R. Doc. 57-5641; Filed, July 11, 1957; 8:45 a. m.]

NOTICES

DEPARTMENT OF THE TREASURY

Bureau of Customs

[342.5]

SHELL ALEXIA OIL A AND SIMILAR OILS

CLASSIFICATION AS LUBRICATING OILS

JULY 2, 1957.

The Bureau of Customs published a notice in the FEDERAL REGISTER dated April 16, 1957 (22 F. R. 2645), that the existing practice of not classifying certain oils under section 4521, Internal Revenue Code of 1954, as modified, was under review. The Bureau, by its letter dated July 2, 1957, addressed to the collector of customs at New York, New York, ruled that Shell Alexia Oil A and similar oils are classifiable under section 4521 as lubricating oils with tax at the rate of 2 cents per gallon.

Insofar as this decision results in the assessment of a tax at a rate of tax higher than that which has heretofore been assessed under a uniform practice, it shall be applied only to such or similar merchandise entered, or withdrawn from warehouse, for consumption after 90 days after the date of publication of this decision in the weekly Treasury Decisions.

The practice of classifying such oils under paragraph 1558 of the tariff act is unaffected by this decision.

[SEAL] RALPH KELLY,
Commissioner of Customs.

[F. R. Doc. 57-5663; Filed, July 11, 1957; 8:48 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[Phoenix Area Office Redelegation Order 1, Amdt. 1]

FUNCTIONS RELATING TO CREDIT MATTERS

Order 1 is amended by the addition of the following new sections under the heading Functions Relating to Credit Matters.

SEC. 2.130 *Default.* The taking of any steps authorized by 25 CFR 21.10 in case of default of individual borrowers from the United States.

SEC. 2.134 *Loan security.* The approval of mortgages of trust chattels and crops on trust or restricted land of an Indian, and assignmnts of income from trust or restricted land of an Indian, as security for a loan by any lender.

SEC. 2.135 *Assignments of trust property.* The approval of assignments of any trust property of an Indian, except land, and authority to act as the Indian's attorney in fact to execute leases of any trust land in which the Indian borrower may have an interest and to apply the rentals on the Indian's indebtedness, for a loan made pursuant to 25 CFR Parts 21 and 23.

SEC. 2.136 *Release of United States interests.* The release of interests of the United States in any trust or restricted property of an Indian, except land.

F. M. HAVERLAND,
Area Director.

Approved: July 8, 1957.

GLENN L. EMMONS,
Commissioner.

[F. R. Doc. 57-5643; Filed, July 11, 1957; 8:45 a. m.]

[Minneapolis Area Office Redelegation Order 1, Amdt. 1]

REDELEGATION OF AUTHORITY TO SUPERINTENDENTS AND OTHER DESIGNATED EMPLOYEES

1. The heading "Part 2—Authority of Superintendents and Officer in Charge of Area Field Office" is changed to read: "Part 2—Authority of Superintendents".

2. A new section is added under the heading "Functions relating to lands and minerals," to read as follows:

SEC. 2.25 *Assignments of Mdewakanton Sioux Lands.* The approval of assignments and the issuance of certificates of assignments to Minnesota Mdewakanton Sioux Indians of land acquired by the United States pursuant to the act of March 2, 1889 (25 Stat. 992), and August 19, 1890 (26 Stat. 349).

3. A new heading and four new sections are added to read as follows:

FUNCTIONS RELATING TO CREDIT MATTERS

SEC. 2.120 *Loan agreements and modifications.* The approval of applications of individuals for loans (subject to the availability of funds) where the total indebtedness of the applicant to the lender does not exceed $1,500.

SEC. 2.134 *Loan security.* The approval of mortgages of trust chattels and crops on trust or restricted land of an Indian, and assignments of income from trust or restricted land of an Indian, as security for a loan by any lender.

SEC. 2.135 *Assignments of trust property.* The approval of assignments of any trust property of an Indian, except land, and authority to act as the Indian's attorney-in-fact to execute leases on any trust land in which the Indian borrower may have an interest and to apply the rentals on the Indian's indebtedness, for a loan made pursuant to 25 CFR Part 21.

SEC. 2.136 *Release of United States Interests.* The release of interests of the United States in any trust or restricted property of an Indian, except land.

THOMAS L. CARTER,
Acting Area Director.

Approved: July 8, 1957.

GLENN L. EMMONS,
Commissioner.

[F. R. Doc. 57-5642; Filed, July 11, 1957; 8:45 a. m.]

DEPARTMENT OF AGRICULTURE

Farmers Home Administration

STATE DIRECTORS AND COUNTY SUPERVISOR-APPRAISERS

REVOCATION OF DELEGATIONS OF AUTHORITY

Pursuant to authority vested in me by the order of the Acting Secretary of Agriculture dated December 24, 1953 (19 F. R. 74, 77), as amended, the Order of the Administrator of the Farmers Home Administration dated August 10, 1954 (19 F. R. 5155), as amended by the Order of the Acting Administrator dated June 10, 1955 (20 F. R. 4190), authorizing State Directors to delegate and redelegate certain functions and responsibilities, and Paragraph 1 of the Order of the Administrator dated March 17, 1955 (20 F. R. 1745), concerning the authority of County Supervisor-Appraisers, are hereby revoked.

Dated: July 8, 1957.

[SEAL] K. H. HANSEN,
Administrator,
Farmers Home Administration.

[F. R. Doc. 57-5674; Filed, July 11, 1957; 8:51 a. m.]

ATOMIC ENERGY COMMISSION

[Docket Nos. F-44, 50-32 & 50-53]

AEROJET-GENERAL NUCLEONICS

ISSUANCE OF CONSTRUCTION PERMIT

Please take notice that no petitions to intervene having been filed following the publication of notices of the proposed actions in the FEDERAL REGISTER on June 19, 1957, 22 F. R. 4327 and 22 F. R. 4329, respectively, the Atomic Energy Commission has issued to Aerojet-General Nucleonics, San Ramon, California, construction permits for (1) the modification of an existing 100-milliwatt reactor to 5 watts and (2) the construction of sixteen 100-milliwatt nuclear reactors and one 5-watt nuclear reactor.

Dated at Washington, D. C., this 8th day of July 1957.

For the Atomic Energy Commission.

H. L. PRICE,
Director,
Division of Civilian Application.

[F. R. Doc. 57-5675; Filed, July 11, 1957; 8:51 a. m.]

[Docket No. 50-18]

GENERAL ELECTRIC CO.

NOTICE OF PROPOSED ISSUANCE OF FACILITY LICENSE

Please take notice that the Atomic Energy Commission proposes to issue a facility license (authorizing operation as a critical experiment facility pursuant to section 104 (c) of the Atomic Energy Act of 1954) to General Electric Company substantially in the form set forth as Annex "A" unless within fifteen (15) days after filing of this notice with the Federal Register Division a request for a formal hearing is filed with the Commission in the manner prescribed by § 2.102 (b) of the Commission's rules of practice (10 CFR Part 2). There is included as Annex "B" a memorandum submitted by the Division of Civilian Application which summarizes the principal features of the facility and the principal factors considered in reviewing the application for a license. A construction permit authorizing General Electric Company to construct the facility was issued by the Commission on May 14, 1956. For further details see the application for license at the Commission's Public Document Room, 1717 H Street NW., Washington, D. C.

The proposed license would authorize operation of the facility solely for the performance of critical experiments at the nominal power of one kilowatt. The Commission has not completed its review of the application to the extent that the application requests a license to operate the facility for other purposes. Upon the completion of such review, the Commission will give at least 30 days public notice of proposed action.

Dated at Washington, D. C., this 8th day of July 1957.

For the Atomic Energy Commission.

H. L. PRICE,
Director,
Division of Civilian Application.

ANNEX "A"

License No. CX-2

LICENSE

1. Subject to the conditions and requirements incorporated herein, the Atomic Energy Commission (hereinafter "the Commission") hereby licenses General Electric Company (hereinafter "GE").

a. Pursuant to section 104c of the Atomic Energy Act of 1954, (hereinafter referred to as "the Act"), and Title 10, CFR, Chapter 1, Part 50, "Licensing of Production and Utilization Facilities," to possess and operate as a utilization facility the nuclear reactor (hereinafter referred to as "the facility") designated below;

b. Pursuant to the Act and Title 10, CFR, Chapter 1, Part 70, "Special Nuclear Materials Regulations," to receive, possess and use 25 kilograms of contained uranium 235 in the form of uranium-oxide as fuel for operation of the facility;

c. Pursuant to the Act and Title 10, CFR, Chapter 1, Part 30, "Licensing of Byproduct Material," to possess, but not to separate such special nuclear and by-product material as may be produced from operation of the facility.

2. This license applies to the facility which is owned by GE and located in Alameda County, California, and described in GE's application dated January 10, 1956, revision to the application dated February 28, 1956, and amendments to the application, as revised, filed on January 29, 1957, March 11, 1957, April 15 and 22, 1957, June 13 and 26, 1957, and July 1 and 5, 1957 (hereinafter "the application").

3. This license shall be deemed to contain and be subject to the conditions specified in § 50.54 of Part 50 and § 70.32 of Part 70; is subject to all applicable provisions of the Act and rules, regulations and orders of the Commission now or hereafter in effect; and is subject to any additional conditions specified or incorporated below.

4. The conditions and requirements contained in Appendix "A", attached hereto, are a part of this license.

5. This license is effective as of the date of issuance and shall expire at midnight May 14, 1963, unless sooner terminated.

For the Atomic Energy Commission.

Director,
Division of Civilian Application.

Date of Issuance:

APPENDIX "A"

I. *Operating restrictions.* Unless further authorized by the Commission:

a. GE shall operate the facility only for the conduct of the critical experiments described in its application and in accordance with the procedures governing these experiments described therein.

b. GE shall not operate the facility at power levels in excess of 1,000 watts.

II. *Records.* In addition to those otherwise required under this license, GE shall keep the following records:

a. Facility operating records, including power levels.

b. Records showing radioactivity released or discharged into the air or water beyond the effective control of GE as measured at the point of such release or discharge.

c. Records of emergency scrams, including reasons for emergency shutdowns.

III. *Reports.* GE shall make a prompt report to the Commission of any unusual operating incident of the facility.

ANNEX "B"

Memorandum

Introduction. On January 10, 1956, the General Electric Company filed an application for licenses to construct and operate a developmental boiling water power reactor designed to produce 3000 kilowatts of electrical energy. The company revised its application on February 28, 1956, and filed amendments to the application on January 29, 1957, March 11, 1957, April 15 and 22, 1957, June 13 and 26, 1957, and July 1 and July 5, 1957. The amendment filed June 13, 1957, requested that the facility be initially licensed to perform critical tests at power levels not to exceed 1000 watts.

Description of the facility. The license application and subsequent amendments submitted by General Electric Company for the Developmental Boiling Water Reactor at the Vallecitos Atomic Laboratory describe the facility and operations planned to make the reactor critical and for running certain critical experiments. The following description is limited to the facility as it will be operated for the criticality determinations as requested in Amendment No. 5.

The Vallecitos Atomic Laboratory site consists of 1593.7 acres located near the center of the Pleasanton quadrangle of Alameda County, California. It is east of San Francisco Bay, approximately 33 air miles east-southeast of San Francisco and 19 air miles north of San Jose. The nearest sizeable towns are Pleasanton, population 2700 (4.1 air miles to the north-northwest), and Livermore, population about 10,000 (6.2 miles to the northeast). A United States Veterans Administration Hospital with a population of about 1000 is located about four miles to the east.

The site is on the north side of Vallecitos Road, which is a two lane paved highway. The Southern Pacific and Western Pacific Railroads lie about two miles west of the site and pass through the towns of Livermore and Pleasanton.

The facility consists of three buildings: (1) The reactor enclosure, "a pressure tight" steel building 48 feet in diameter and 100 feet in over-all height in the shape of a vertical cylinder with hemispherical ends, (2) the turbine building, a two-story prefabricated sheet-steel building covering 1,800 square feet of area and located with its nearest wall 20 feet or so from the reactor building, and (3) the control and office building, a two-story steel-frame and concrete-block with 1-foot thick concrete walls on the side nearest the reactor building and an eight inches thick concrete roof. This building is somewhat farther from the reactor building than the turbine building. All steam lines, piping connections, instrument connections, etc., between the buildings are buried underground.

Between the reactor and turbine buildings a 30-inch diameter stack approximately 70 feet high is located. All lines believed to have a possibility of containing radioactive gasses are connected to the base of this stack for atmospheric discharge of their contents. The most important of these is a 24-inch underground line which carries the exhaust ventilation air from the reactor building to the base of the stack. In the top of the reactor building there is another 24-inch opening which serves as the inlet for the ventilation air to the reactor building. Each of these 24-inch lines through the wall of the reactor building are provided with a quick-closing isolation valve operated by remote control and a slower acting, manually operated, gate valve. These valves are located in the ventilation lines inside the reactor building and are arranged with suitable controls and interlocks so that the building can be closed in case of reactor accidents or high levels of radioactive exhaust air.

Normal access to the reactor enclosure is provided by two air locks, each of which has two mechanically interlocked and leak-tight doors capable of establishing maximum design pressure of the enclosure. Thus, during normal operation of the reactor facility, the reactor building will constitute a sealed container for the reactor. However, during operation of the reactor as a critical experiment, a 10-foot diameter equipment access hatchway through one wall of the reactor building will be left open. Normally this opening is closed by a "patch" which has double plates on both sides and is bolted and welded in place. During the critical experiments the "patch" will not be in place and the 10-foot opening will be covered only by a loosely hanging fabric tarpaulin. Thus, for the critical experiments considered herein the reactor building will not be sealed.

The reactor is of the fully enriched uranium fuel, light water moderated and cooled, developmental boiling water type, planned for ultimate operation in the 10^4 thermal Kw range. In the critical experiments, operation will be limited to a maximum thermal output of 1 Kw; there will be no forced coolant flow, and the reactor vessel will be operated with the head removed. The vertical reactor vessel, a pressure cylinder with hemispherical ends, 84 inches in inside diameter by about 15 feet deep with the upper hemispherical end ("head") removed, is made of 3⅜ inch thick type SA-264 steel, with cladding of type 304-L stainless steel on the inside. The vessel is located in a concrete shielded room below ground level inside the reactor building. The only openings into this vessel are near the flanged connection to the head, and in the head itself (which will be removed during critical experiments), hence, there is no possibility of accidental drainage of water from the vessel during the critical experiments. Inside of the reactor vessel and just below the flange on the top end, where the head is normally connected, is a heavy steel core-support-ring mounted on 8 pads welded to the inside wall of the vessel. From this ring, 4 long bolts project downward and connect to both the upper and lower grid structures which contain the core of the reactor. Thus, the entire core structure is suspended from the support-ring located near the top of the pressure vessel on these four long steel bolts. The ring is positioned in the vessel to align the control rod openings in the core with the control rod nozzles (and seals) normally located in the upper head of the pressure vessel. During the critical experiments when the pressure head will not be in place, a temporary structural framework "spider" will be mounted on the top end of the pressure vessel and bearing guides for the control rods will be mounted thereon.

The lower grid of the core structure is a rectangular shaped, egg-crate type, structure forming a lattice of stainless steel bars with approximately 3-inch square spacing which is attached respectively at its four corners to the lower ends of the long bolts hanging from the core support ring. The upper grid is also rectangular in shape and likewise is supported at its four corners on the long core support bolts. Spacer tubes are threaded onto the support bolts to establish the distance between lower and upper grid structures. In the upper grid structure the egg-crate lattice which fits over the upper ends of the vessel elements to hold them rigidly in position is divided into a number of sections, hinged at one end. Each section, which fits over only a few of the fuel elements, may be lifted to free the upper end of those particular elements and hence permit their removal and replacement, while all the other elements in the core remain rigidly fixed in their positions.

The fuel elements are supported vertically between the lower and upper grid structures with a nominal gap of 0.1 inch between elements. At seven appropriately spaced locations within the core structure this gap between corresponding elements in three adjacent rows is increased to 0.5 inch to permit the insertion of a thin, flat-plate, control rod. The side plates of the elements themselves comprise the guide sheathes for the control plates.

Plate-type fuel elements will be used in this reactor. An element will consist of six fuel plates mounted between stainless steel side plates, a chimney formed by the side plates and by two stainless steel plates which are extensions of the outside fuel plate, and suitable top and bottom fittings. The fuel section of the element is rectangular in shape, about 3 inches square and 37 inches long. Top and bottom fittings and the chimney section make the over-all element more than 76 inches long. Each of the six fuel plates in an element consists of a sandwich of compacted and sintered UO_2 (23%) and stainless steel powder (77%) sandwiched between stainless steel cladding 0.015 inch thick.

The core size for the critical experiments will be limited to a normal 3-foot diameter or about 112 fuel elements, which will contain about 20 kilograms of U-235. The exact size will be determined by the amount of fuel required to achieve, in the very highest loading, 10 percent reactivity in excess of critical.

Reactivity in the reactor is controlled by seven "control rods" in the form of thin flat plates made of boron carbide clad in stainless steel. These rods are in three rows in the core, with approximately 9 inches between each row. The center row contains three plates and each of the outside rows two. All plates are 12 inches wide except the one at the very center which is 5¾-inches wide; each plate is ⅜ inch thick with the boron carbide being ¼ inch thick. Boron carbide is contained in only the lower 42 inches in each plate while the stainless steel cladding structure projects upward above the upper grid structure where connection is made to a 1½-inch diameter stainless steel extension tube. These extensions pass through guide bearings in the "spider" structure which replaces the reactor head for the critical experiments and then connected to the shafts of the control rod drive units. The drive units in turn are mounted on the center section of an 18-inch thick missile shield located at a considerable distance above the reactor vessel. The maximum value of a control plate in the loadings proposed for the critical experiments is about 3.3%.

The control rod drives are patterned after those used with the Borax reactors. The actuating mechanism is a piston, attached to a drive shaft, which is moved up and down by air pressure within a closed cylinder. At all times during normal operation relatively low air pressure is applied to the lower portion of the cylinder, which tends to drive the piston up and hence raise the control rod. However, a projection on the side of the control rod drive shaft projects against a stop on a motor driven screw and the shaft can only rise as this stop is raised. Air pressure underneath the piston keeps the drive shaft projection against the motor-driven stop at all times and thus the rod follows the upward motion of the motor-driven stop. The motor, however, has adequate capacity to drive the stop downward and hence lower the rod against the air pressure in the cylinder.

When the reactor is scrammed air pressure is removed from the lower part of the cylinder and much higher pressure is applied to the upper side thus driving the piston downward. A position indicator consisting of a gear reducer driving a digital counter is provided which allows the position of each rod to be indicated to approximately 3/64 of an inch.

A neutron source of sufficient strength to give a minimum counting rate of ten counts per second will be inserted in the core through all startup and experimental operations. The source will be withdrawn only for the performance of specific tests or measurements, and then only with the approval of the chief operator, coordinator and chief physicist. The reactor startup system is interlocked to prevent withdrawal of control rods until the requisite counting rate is indicated by the low-level measuring system.

Two proportional counters, feeding into appropriate amplifying and indicating instruments, will be used to follow the neutron level during approach to critical in the experiments. In addition, to provide instrument safeguards, two fast response ion chambers will be located within the reactor tank. One will connect to a linear amplifier in which an automatic trip mechanism will be set to operate at a pre-chosen flux level slightly above that intended for the particular experiment. The other will be connected to a logarithmic amplifier and then to a period-indicating circuit equipped with a scramming mechanism set to trip at periods of ten seconds or shorter. Other instruments, normally intended for use at higher levels of operation, will be appropriately placed and connected to trip mechanisms to provide added safeguards against reactor excursions.

Prior to initial operation of the reactor, the core will be loaded with dummy elements to enable checking the accuracy of control rod alignment and the mechanical functioning of the reactor mechanisms. The pressure vessel will be filled with demineralized water to a depth of at least seven feet above the core, and all subsequent manipulations and operations will be performed with this water in place. Fuel loading will be accomplished by loading elements, one at a time, into the core (in place of the dummy elements), beginning at the central portion of the core and loading symmetrically outward. At least one control rod will be inserted while the loading of each element occurs, and the remainder will be cocked ready to scram. A neutron count will be made after each fuel element insertion.

Scope of the critical experiments. Operation of the experimental boiling water facility as a critical experiment will be limited to power required to obtain the desired experimental data, but will not exceed one thermal kilowatt of power. The purposes of the critical experiments are to insure the adequacy and satisfactory operation of mechanical components of the reactor system, control rod movements, instrument interlocks, etc.; and to establish firm knowledge of the fundamental characteristics of the nuclear system.

The critical mass of the core will be determined, followed by measurements to determine the temperature coefficient, the void coefficient, and calibration of the control rods. The following measurements will be made with the reactor loaded to just-critical condition: temperature coefficient, control rod calibration, void coefficient, and neutron flux distribution. These measurements will be repeated with the reactor loaded with 5 percent excess activity, then with 10 percent excess, and finally with 10 percent excess poisoned to 5 percent with copper strips or other metal poisons.

The reactor core will not be loaded to a dimension larger than an equivalent three-foot diameter. At the minimum dimension for criticality, the value of the coefficient will be measured. Calculations indicate that this will be negative, but for considerably larger cores it is expected that the void coefficient at room temperature will become positive. If the coefficient for the three-foot core, or for any other dimensions proposed in the scope of the experiments set forth above, is found to be positive, experimentation for that condition will not continue until further analyses have been made and further approvals from the AEC obtained.

Procedural principles of operation. Control of the critical experiments will be maintained by an organization consisting of the following with specific designated responsibilities as described in amendments to the license application: Chief Physicist, Coordinator, Chief Operator, Chief Loader, Checker Operators and Security Officers. Plans for experiments are reviewed by the first four listed personnel. Significant deviations from established procedure, new procedures or questions involving nuclear safety aspects of the experiments will be reviewed in addition with the Manager of Physics and a Consultant on critical matters.

Loading of fuel and fuel inventory will be controlled by the chief loader and his work will be verified by a checker. The control console will be manned by two qualified operators at all times during loading and operation of the facility. No more than seven persons will be allowed in the control room during any reactor manipulation or operation without specific authorization of the Manager of Reactor Operations. All persons will be evacuated from the reactor building during startup operations, but a limited number, as necessary, may return during steady state operation. However, no maintenance work on the facility will be permitted during manipulation or operation of the reactor.

Personnel performing operations will be scheduled to avoid working for excessive continuous periods. Experiments will be scheduled so as to avoid making adjustments under pressure of time. A Disaster Plan has been prepared and will be placed into effect in the event of an accident. Periodic drills in these emergency procedures will be scheduled.

Hazards analysis. By analysis and calculation the applicant has established that the boiling water reactor has considerable similarity in its nuclear behavior to that exhibited by Borax I and II. Thus, this reactor is expected to have favorable nuclear characteristics and inherent stability. By what appears to be reasonable comparison and calculation, the applicant has demonstrated that the BWR reactor would not be seriously damaged and very few, if any, fission products would be released, even if a step increase of 1.7 percent reactivity, which would result in a reciprocal period of 170 sec.$^{-1}$ power, should be experienced. In the proposed experiments very little excess reactivity will be present in the reactor and under no conditions will there be more than 10 percent excess. Under no conditions which seem at all credible has the applicant been able to visualize an accidental mechanism by which excess reactivity even closely approaching the equivalent of 1.7 percent step change can be inserted. Some of the worst possible situations which might develop are discussed later.

Calculations indicate that this reactor will have negative void and temperature coefficients for the fuel loadings proposed in these experiments. These coefficients will be measured among the very earliest of all investigations and if, contrary to expectations, positive coefficients are found, further experiments will be deferred.

A particularly advantageous safety feature of this reactor is the chemical inertness of the core constituents. Even if completely unexpected accidents should lead to melting or vaporization of core components, no water-metal reaction between the stainless steel UO_2 and other components appear possible.

During the proposed critical experiments the maximum power level will be 1 kilowatt, and operation at this level will be needed only for relatively short periods. Hence, the cumulative fission product inventory from anticipated operation will not be large.

The applicant has considered a number of accidents whose occurrence during the course of the critical experiments is considered possible. In no case has it appeared credible that fission products would be released from the core as a result of the accident. Incidents considered for which the results apparently would be trivial include: accidental loss of poison plates inserted in fuel elements when the reactor is being operated with excess reactivity partially compensated by distributed poisons, falling of objects into the pressure vessel with consequent damage to the core, dropping of a fuel element onto the core assembly during loading, and the unlikely existence of a positive void coefficient during an early loading operation.

Two other cases potentially more serious were considered, but for even these it was concluded after analysis that fission products would not be released. In the first of these the situation was considered in which, due to failure of operator controls and of the reactor scram system during removal of a control rod in a normal startup procedure, the control rod would continue to be withdrawn at the maximum rate beyond the point of criticality to its complete withdrawal from the reactor. In this situation as much as 3.3 percent reactivity above criticality could conceivably be added. It was shown, however, in the analysis that the rate of withdrawal would be such that rising temperature, formation of steam and expulsion of water would terminate the excursion even in this situation with no damage to the fuel element.

In the second situation examined, considered to be the maximum credible accident, failure of limit switches and interlocks and major errors in operating procedures were assumed to accompany the sticking of a control rod in the core when the operator assumed that it was being removed. Normal withdrawal of a rod is accomplished by motor-driving the mechanical stop upwards while air pressure pushes the rod out to maintain contact with this stop. If the mechanical stop should be withdrawn with the rod stuck in the core, and hence not "following", and later if air pressure should free the rod and drive it out at maximum speed, its total value of reactivity could be added quite rapidly. The applicant estimates that a rod could be driven completely out in this way, with the possible addition of more than 3 percent reactivity, within one second. Such an incident would lead to a considerable nuclear excursion and possibly to some damage in the fuel element.

In consequence of this analysis the applicant has stated that before commencing operation orifices will be installed in the air supply lines connected to the control rod cylinder so that total maximum withdrawal of a rod canot be accomplished under any circumstances in less than 10 seconds. With this alteration in the mechanism the maximum result of such an accident as described immediately above could not cause damage to the fuel elements.

Thus, from all accidents which seem to have any credible possibility of occurrence during the proposed critical experiments there appears to be no likelihood that any fission products will be inadvertently released. Further, since these accidents would contribute such a small amount of reactivity, no other serious consequence would result.

The applicant has made a calculation of a situation in which all of the fuel elements in the reactor are assumed to be vaporized with consequent release of all of the volatile fission products and 50 percent of the nonvolatiles. Assumed fission products were those which would result from continuous extended operation at 1 kilowatt plus those resulting from a nuclear excursion of magnitude sufficient to cause the fuel vaporization. A further assumption is that these fission products are released under unfavorable meteorological conditions into the atmosphere. Even this situation is shown to result in exposures at the nearest site boundary which would not be considered injurious though they would be somewhat above permissible or desireable levels. Thus, the favorable location of this facility, with considerable isolation distance and exceedingly small possibility of personal exposure, even under the worst catastrophe, which far exceeds any accident considered credible, gives added assurance that safety of the public is not in jeopardy from the proposed critical experiments.

Conclusion. It is concluded, therefore, from the above considerations, that the proposed program of critical experiments can be carried out as described without undue hazard to the health and safety of the public.

Dated: July 8, 1957.

For the Division of Civilian Application.

H. L. PRICE,
Director.

[F. R. Doc. 57-5676; Filed, July 11, 1957; 8:51, a. m.]

FEDERAL POWER COMMISSION

[Docket No. G-12062]

NEW YORK STATE NATURAL GAS CORP.

NOTICE OF DATE OF HEARING

JULY 8, 1957.

Take notice that pursuant to the authority conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held on July 16, 1957, at 9:30 a. m., e. d. s. t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by the application of New York State Natural Gas Corporation in the above-entitled proceeding: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30 (c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for applicant to appear or be represented at the hearing.

Notice of the application filed herein was published in the FEDERAL REGISTER on June 14, 1957 (22 F. R. 4244). The final date for filing protests and petitions to intervene was July 1, 1957.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 57-5655; Filed, July 11, 1957; 8:48 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-3599]

JERSEY CENTRAL POWER & LIGHT CO.

ORDER GRANTING APPLICATION REGARDING ISSUANCE AND SALE AT COMPETITIVE BIDDING OF NEW BONDS

JULY 5, 1957.

Jersey Central Power & Light Company ("Jersey Central"), a public utility subsidiary of General Public Utilities Corporation ("GPU"), a registered holding company, has filed an application and amendments thereto pursuant to section 6 (b) of the Public Utility Holding Company Act of 1935 ("act") and Rule U-50 promulgated thereunder regarding the following proposed transactions:

Jersey Central proposes to issue and sell, pursuant to the competitive bidding requirements of Rule U-50, $15,000,000 principal amount of additional first mortgage bonds ("New Bonds"), -- percent Series, to be dated July 1, 1957 and to mature July 1, 1987. The new bonds will be issued under the indenture, dated March 1, 1946, between Jersey Central and City Bank Farmers Trust Company, as Trustee, as heretofore supplemented and amended, and as to be further supplemented and amended by a further supplemental indenture to be dated July 1, 1957. The interest rate on the New Bonds (which shall be a multiple of ⅛ of 1 percent) and the price, exclusive of accrued interest, to be paid Jersey Central for the New Bonds, which price shall not be less than 100 percent and no more than 102.75 percent of the principal amount thereof, will be determined by the competitive bidding.

The proceeds from the sale of the new bonds will be applied to 1957 construction expenditures which are contemplated will amount to approximately $22,500,000 and to repay short-term borrowings effected in 1957, the proceeds of which will be used for 1957 construction purposes.

The issuance of the new bonds has been authorized by the Board of Public Utility Commissioners of the State of New Jersey and no other State commission or Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

The fees and expenses to be paid by Jersey Central in connection with the above transactions are estimated as follows:

Filing fees:	
Securities and Exchange Commission	$1,545
Board of Public Utility Commissioners of New Jersey	500
Legal fees:	
Autenrieth & Rochester	5,000
Berlack, Israels & Liberman	5,000
Accounting fees:	
Lybrand, Ross Bros. & Montgomery	2,900
Federal original issue tax	16,500
Printing, including Form S-9, prospectus, indenture, etc	18,000
Printing and engraving securities	13,000
Indenture trustee charges	9,000
Miscellaneous	3,555
Total estimated expenses	75,000

The legal fees of Messrs. Naylon, Foster, Dean & Aronson, counsel for the purchasers of the bonds, are estimated as $6,500 and will be paid by the successful bidders.

Due notice of the filing of the application having been given in the manner prescribed by Rule U-23 (Holding Company Act Release No. 13494) and no hearing having been requested of or ordered by the Commission; and the Commission finding that the applicable provisions of the act and the rules promulgated thereunder are satisfied, that the fees and expenses are not unreasonable and that the application as amended should be granted forthwith:

It is ordered, Pursuant to Rule U-23 and the applicable provisions of the act, that the application as amended be, and the same hereby is, granted forthwith, subject to the terms and conditions prescribed in Rules U-24 and U-50.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 57-5648; Filed, July 11, 1957; 8:47 a. m.]

[File No. 24NY-4041]

MID-HUDSON NATURAL GAS CORP.

ORDER POSTPONING DATE OF HEARING

JULY 8, 1957.

The Commission by order dated May 8, 1957, having ordered a hearing in the above-entitled matter pursuant to section 3 (b) of the Securities Act of 1933, as amended, and Rule 223 thereunder and said hearing being now scheduled to commence on July 9, 1957, at 10:00 a. m., e. d. t., at the New York Regional Office of the Commission; and

The Division of Corporation Finance having requested that such hearing be postponed and counsel for the company having consented thereto;

It is ordered, That the hearing scheduled to commence on July 9, 1957 be and hereby is postponed to commence on July 26, 1957 at 10:00 a. m., eastern daylight time, at the New York Regional Office of the Commission, 23d floor, 225 Broadway, New York, New York and to continue thereafter at such time and place as the hearing officer may determine.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 57-5649; Filed, July 11, 1957; 8:47 a. m.]

[File N. 24FW-1083]

INTERSTATE HOLDING CORP.

ORDER TEMPORARILY SUSPENDING EXEMPTION, STATEMENT OF REASONS THEREFORE, AND NOTICE OF OPPORUNITY FOR HEARING

JULY 8, 1957.

I. Interstate Holding Corporation (Interstate), a Tennessee corporation, 315 Angelus, Memphis 12, Tennessee, filed with the Commission on March 8, 1957, a notification on Form 1-A and an offering circular, and subsequently filed amendments thereto, relating, as amended, to an offering of 12,400 shares of its non-voting Class A stock, par value $5.00 per share, and 12,400 shares of its voting Class B stock, par value 1¢ per share, in units, each unit consisting of 100 shares of Class A stock and 100 shares of Class B stock, at $1,501.00 per unit, for an aggregate of $186,124.00 for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of Section 3 (b) and Regulation A promulgated thereunder; and

II. The Commission has reasonable cause to believe that an affiliated issuer of Interstate has filed with the Commission a registration statement under the Securities Act of 1933, as amended, which is the subject of an examination under section 8 of the said act;

III. *It is therefore ordered*, Pursuant to Rule 261 (a) of the General Rules and Regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given to Interstate Holding Corporation and to any person having any interest in the matter that this order has been entered, that the Commission upon receipt of a written request within thirty days after entry of this order will, within twenty days after the receipt of such request, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether to vacate the order or to enter an order permanently suspending the exemption without prejudice, however, to the consideration and presentation of additional matters at the hearing, that if no hearing is requested and none is ordered by the Commission, the order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission, and that notice of the time and place for any hearing will promptly be given to the Commission.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 57-5650; Filed, July 11, 1957; 8:47 a. m.]

[File No. 24NY-3508]

NORTH STAR OIL AND URANIUM CORP.

ORDER POSTPONING DATE OF HEARING

JULY 8, 1957.

The Commission by order dated May 8, 1957, having ordered a hearing in the above-entitled matter pursuant to section 3 (b) of the Securities Act of 1933, as amended, and Rule 223 thereunder and said hearing being now scheduled to commence on July 10, 1957, at 10:00 a. m., e. d. t., at the New York Regional Office of the Commission; and

The Division of Corporation Finance having requested that such hearing be postponed and counsel for the company having consented thereto;

It is ordered, That the hearing scheduled to commence on July 10, 1957, be and hereby is postponed to commence on July 25, 1957, at 10:00 a. m., e. d. t., at the New York Regional Office of the Commission, 23d floor, 225 Broadway, New York, New York and to continue thereafter at such time and place as the hearing officer may determine.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 57-5651; Filed, July 11, 1957; 8:47 a. m.]

[File No. 7-1890]

PITTSBURGH PLATE GLASS CO.

NOTICE OF APPLICATION FOR UNLISTED TRADING PRIVILEGES, AND OF OPPORTUNITY FOR HEARING

JULY 8, 1957.

In the matter of application by the Boston Stock Exchange for unlisted trading privileges in Pittsburgh Plate Glass Company, common stock; File No. 7-1890.

The above named stock exchange, pursuant to section 12 (f) (2) of the Securities Exchange Act of 1934 and Rule X-12F-1 promulgated thereunder, has made application for unlisted trading privileges in the specified security, which is listed and registered on the New York and Pittsburgh Stock Exchanges.

Upon receipt of a request, on or before July 24, 1957, from any interested person, the Commission will determine whether to set the matter down for hearing. Such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing. In addition, any interested person may submit his views or any additional facts bearing on this application by means of a letter addressed to the Secretary of the Securities and Exchange Commission, Washington 25, D. C. If no one requests a hearing on this matter, this application will be determined by order of the Commission on the basis of the facts stated in the application and other information contained in the official file of the Commission pertaining to the matter.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 57-5652; Filed, July 11, 1957; 8:47 a. m.]

[File No. 1-3454]

CLOPAY CORP.

NOTICE OF APPLICATION TO STRIKE FROM LISTING AND REGISTRATION, AND OF OPPORTUNITY FOR HEARING

JULY 8, 1957.

In the matter of Clopay Corporation common stock, File No. 1-3454.

New York Stock Exchange has made application, pursuant to section 12 (d) of the Securities Exchange Act of 1934 and Rule X-12D2-1 (b) promulgated thereunder, to strike the above named security from listing and registration thereon.

The reasons alleged in the application for striking this security from listing and registration include the following:

The Company does not meet the Exchange's requirements for continued listing, its common stock having fallen below $2,000,000 market value and net earnings after taxes for the last 3 years having been below $200,000. The stock became listed and registered on the American Stock Exchange on June 17, 1957.

Upon receipt of a request, on or before July 24, 1957, from any interested person for a hearing in regard to terms to be imposed upon the delisting of this security, the Commission will determine whether to set the matter down for hearing. Such request should state briefly the nature of the interest of the person requesting the hearing and the position he proposes to take at the hearing with respect to imposition of terms. In addition, any interested person may submit his views or any additional facts bearing on this application by means of a letter addressed to the Secretary of the Securities and Exchange Commission, Washington 25, D. C. If no one requests a hearing on this matter, this application will be determined by order of the Commission on the basis of the facts stated in the application and other information contained in the official file of the Commission pertaining to the matter.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 57-5653; Filed, July 11, 1957; 8:47 a. m.]

DEPARTMENT OF LABOR

Wage and Hour Division

LEARNER EMPLOYMENT CERTIFICATES

ISSUANCE TO VARIOUS INDUSTRIES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended; 29 U. S. C. 201 et seq.), Part 522 of the regulations issued thereunder (29 CFR Part 522), and Administrative Order No. 414 (16 F. R. 7367), special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates applicable under section 6 of the act have been issued to the firms listed below. The employment of learners under these certificates is limited to the terms and conditions therein contained and is subject to the provisions of Part 522. The effective and expiration dates, occupations, wage rates, number or proportion of learners and learning periods for certificates issued under general learner regulations (§§ 522.1 to 522.11) are as indicated below; conditions provided in certificates issued under special industry regulations are as established in these regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.20 to 522.24, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

B. F. Davis Garment Co., Inc., 3000-2 Royal Street, New Orleans, La.; effective 7-6-57 to 7-5-58 (trousers).

E & W Manufacturing Co. of Yazoo City, Yazoo City, Miss.; effective 7-21-57 to 7-20-58; authorizing the employment of 10 percent of the total number of factory production workers engaged in the production of pajamas, for normal labor turnover purposes (pajamas).

Hamurnat Manufacturing Corp., 212 Hull Avenue, Olyphant, Pa.; effective 6-27-57 to 6-26-58 (children's outerwear).

Industrial Garment Manufacturing Co., 201 East Oak Street, Palestine, Texas; effective 7-9-57 to 7-8-58 (men's cotton work clothes).

Lehigh Garment Co., Inc., 201 Bridge Street, Jessup, Pa.; effective 7-5-57 to 7-4-58 (children's outerwear).

Sunnyvale of Pennsylvania, Inc., 3 South Webster Avenue, Scranton, Pa.; effective 7-1-57 to 6-30-58 (women's cotton and rayon dresses).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number or proportion of learners authorized are indicated.

David W. Brown & Co., 400 Adams Avenue, Woodbine, N. J.; effective 7-5-57 to 7-4-58; 10 learners (women's blouses).

David Manufacturing Co., Hazle and Rose Streets, Beaver Meadows, Pa.; effective 6-27-57 to 6-26-58; 10 learners (women's housecoats).

Diane Elaine Frocks, 29 East Frothingham Street, Pittston, Pa.; effective 6-28-57 to 6-27-58; five learners (women's dresses).

Dublin Garment Co., Inc., Dublin (Pulaski County), Va.; effective 7-1-57 to 6-30-58; 10 learners (women's and children's pajamas).

Newport Manufacturing Co., 32 Central Street, Newport, Vt.; effective 7-9-57 to 7-8-58; 10 learners (women's dresses).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number or proportion of learners authorized are indicated.

Alamo Shirt Co., Alamo, Ga.; effective 7-1-57 to 12-31-57; 50 learners (sport shirts).

Chester Manufacturing Co., Chester, S. C.; effective 6-26-57 to 12-25-57; 25 learners (men's dress shirts).

E & W Manufacturing Co. of Yazoo City, Miss.; effective 6-27-57 to 12-26-57; 20 learners engaged in the production of pajamas (pajamas).

General Garment Division, Blue Ridge Manufacturers, Inc., Lawrenceville, Va.; effective 7-1-57 to 12-31-57; 25 learners (sport shirts).

Miernik Sportswear Co., 510 First Avenue North, Minneapolis, Minn.; effective from 7-1-57 to 12-31-57; 10 learners (ladies' and girls' ranch pants).

Newport Manufacturing Co., 32 Central Street, Newport, Vt.; effective 6-28-57 to 12-27-57; 10 learners (women's dresses).

Penn State Coat & Apron Manufacturing Co., Broadway and Radnor Streets, Clifton Heights, Pa.; effective 7-1-57 to 12-31-57; 10 learners (tropical shorts for the Navy).

Sancar Corp., 28 West Rock Street, Harrisonburg, Va.; effective 7-10-57 to 1-9-58; 30 learners (ladies' underwear).

Strutwear, Inc., 1015 Sixth Street South, Minneapolis, Minn.; effective 6-27-57 to 12-26-57; 10 learners (women's sleepwear and blouses).

Waynesboro Garment Co., Inc., Waynesboro, Ga.; effective 6-24-57 to 12-23-57; 30 learners (men's and boys' bathrobes).

Williamson-Dickie Manufacturing Co., Uvalde, Tex.; effective 7-8-57 to 1-7-58; 15 learners (men's shirts and jackets).

Glove Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.60 to 522.65, as amended).

Frederic H. Burnham Co., 1802 Tennessee Street, Michigan City, Ind.; effective 7-1-57 to 6-30-58; 10 percent of total number of factory production workers engaged in the authorized learner occupations, for normal labor turnover purposes (leather work gloves and mittens).

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.40 to 522.43, as amended).

Clayson Knitting Co., Star, N. C.; effective 6-25-57 to 6-24-58; five learners for normal labor turnover purposes (seamless).

Drexel Knitting Mills Co., Drexel, N. C.; effective 7-9-57 to 7-8-58; 5 percent of total number of factory production workers, for normal labor turnover purposes (seamless).

Wisteria Hosiery Mills Co., Lincolnton, N. C.; effective 6-27-57 to 12-26-57; five learners for plant expansion purposes (seamless).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.30 to 522.35, as amended).

E & W Manufacturing Co. of Yazoo City, Yazoo City, Miss.; effective 6-27-57 to 12-26-57; 25 learners engaged in the production of woven shorts for plant expansion purposes (men's woven shorts).

Strutwear, Inc., 1015 Sixth Street, South, Minneapolis, Minn.; effective 6-27-57 to 12-26-57; 20 learners for plant expansion purposes (women's underwear and sleepwear).

Wolverine Knitting Mills, 120 North Jackson Street, Bay City, Mich.; effective 7-1-57 to 6-30-58; 5 percent of the total number of factory production workers for normal labor turnover purposes (underwear and sleepwear).

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.11, as amended).

The following learner certificate was issued to the company listed below manufacturing miscellaneous products. The effective and expiration dates, learner rates, occupations, learning periods, and the number or proportion of learners authorized to be employed, are as indicated.

Littlestown Manufacturing Co., Bonnesville Road, Littlestown, Pa.; effective 7-1-57 to 12-31-57; two learners for normal labor turnover purposes employed in the occupation of sewing machine operator for a learning period of 480 hours, at rates of at least 85 cents an hour for the first 280 hours and not less than 90 cents an hour for the remaining 200 hours (boys' suits).

The following learner certificates were issued in Puerto Rico to the companies hereinafter named. The effective and expiration dates, learner rates, occupations, learning periods, and the number or proportion of learners authorized to be employed, are as indicated.

The Carib Co., Inc., Aibonito, P. R.; effective 6-15-57 to 12-14-57; authorizing the employment of 30 learners for expansion purposes in the occupation of machine stitching, for a learning period of 480 hours at rates of 51 cents an hour for the first 240 hours and 59 cents an hour for the second 240 hours (women's gloves).

Jaress Corp., 50 de Diego Avenue, Fourth Floor, Rio Piedras, P. R.; effective 6-10-57 to 12-9-57; authorizing the employment of 30 learners for expansion purposes in the occupations of stamping, soft soldering, silver brazing, quality control inspectors, each for a learning period of 480 hours, at rates of 75 cents an hour for the first 240 hours and 88 cents an hour for the second 240 hours (spare parts for aircraft).

Precision Products, Inc., Room 14, Road No. 1, Rio Piedras, Santurce, P. R., authorizing the employment of 10 learners for expansion purposes in the occupations of: (1) grinding, for a learning period of 480 hours at rates of 57 cents an hour for the first 240 hours and 66 cents an hour for the second 240 hours; and (2) mounting, and inspecting each for a learning period of 320 hours at rates of 57 cents an hour for the first 160 hours and 66 cents an hour for the second 160 hours; effective from 6-17-57 to 12-16-57 (industrial jewel grinding).

Each learner certificate has been issued upon the employer's representation that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9.

Signed at Washington, D. C., this 2d day of July 1957.

MILTON BROOKE,
Authorized Representative of the Administrator.

[F. R. Doc. 57-5645; Filed, July 11, 1957; 8:46 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

GIACOMO BOTTARO

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property located in Washington, D. C., including all royalties accrued thereunder and all damages and profits recoverable for past infringement thereof, after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., and Property

Giacomo Bottaro, 12 Via Tomaso Invrea, Genoa, Italy; Claim No. 56923; Property described in Vesting Order No. 201 (8 Fed. Reg. 625, Jan. 16, 1943), relating to United States Letters Patent No. 2,218,080. The intended return shall include neither the rights of any licensee under the above patent nor any rights of the Government of the United States to revoke any license under the patent.

Executed at Washington, D. C., on July 8, 1957.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 57-5659; Filed, July 11, 1957; 8:48 a. m.]

MRS. MARIANNA NAGELE

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Mrs. Marianna Nagele, nee Amort, Tirol, Austria, Claim No. 40294; Vesting Order No. 4739; $225.11 in the Treasury of the United States.

Executed at Washington, D. C., on July 8, 1957.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 57-5660; Filed, July 11, 1957; 8:48 a. m.]

ALICE PERRENOUD ET AL.

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property located in Washington, D. C., including all royalties accrued thereunder and all damages and profits recoverable for past infringement thereof, after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., and Property

Alice Perrenoud, nee Perret, Le Locle (Neuchatel), Switzerland; Helene Glauser-Perrenoud, Le Locle (Neuchatel), Switzerland; Henriette Glauser-Perrenoud, Chateau de Changins (Nyon), Switzerland; Jacqueline Jacot-Perrenoud, Lausanne, Switzerland; Claim No. 37582; property described in Vesting Order No. 3056 (9 F. R. 2703, March 10, 1944) relating to United States Letters Patent No. 2,226,669.

Executed at Washington, D. C., on July 8, 1957.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 57-5661; Filed, July 11, 1957; 8:48 a. m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

JULY 9, 1957.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the General Rules of Practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 33983: *T. O. F. C. rates between Kansas-Missouri points and southwestern points.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on freight loaded in or on trailers also demountable trailer bodies and transported on railroad flat cars between points in Kansas and Missouri, on one hand, and points in Arkansas, Louisiana, New Mexico, Oklahoma, and Texas on the other.

Grounds for relief: Motor truck competition, and circuitous routes.

Tariff: Agent Kratzmeir's tariff I. C. C. 4255.

FSA No. 33984: *Bituminous coal—Southwestern mines to Iowa points.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on screened bituminous coal, carloads from points in Arkansas, Kansas, Missouri and Oklahoma to Waterloo, East Waterloo, Aladdin, Cedar Falls, and Waverly, Iowa.

Grounds for relief: Circuitous routes.

Tariff: Supplement 147 to Agent Kratzmeir's tariff I. C. C. 3920.

FSA No. 33985: *Lime—Cleburne, Tex., to Natchez, Miss.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers.

Rates on lime, carloads from Cleburne, Tex., to Natchez, Miss.

Grounds for relief: Circuitous routes.

Tariff: Supplement 28 to Agent Kratzmeir's tariff I. C. C. 4155.

FSA No. 33986: *Bituminous coal—C & O. Mines to Alexandria, Va.* Filed jointly by The Chesapeake and Ohio Railway Company and the Southern Railway Company, for themselves. Rates on bituminous coal, carloads from group 4 and 5 mines on the Chesapeake and Ohio Railway in Kentucky, Virginia and West Virginia to Alexandria, Va.

Grounds for relief: Destination rate relations with Potomac Yard, Va., same as from other origin mines on Chesapeake and Ohio Railway.

Tariff: Supplement 29 to Chesapeake and Ohio Railway tariff I. C. C. 13205.

FSA No. 33987: *Asbestos shingles and siding—St. Louis, Mo., to New Orleans, La.* Filed by O. W. South, Jr., for interested rail carriers. Rates on scrap asbestos shingles and siding, carloads from St. Louis, Mo., to New Orleans, La.

Grounds for relief: Circuitous routes.

Tariff: Supplement 56 to Agent Spaninger's tariff I. C. C. 1548.

FSA No. 33988: *Pulpboard and fibreboard—Louisiana points to Atlanta and East Point, Ga.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on pulpboard and fibreboard, noibn, carloads from Bastrop and Spring Hill, La., to Atlanta and East Point, Ga.

Grounds for relief: Circuitous routes.

Tariff: Supplement 25 to Agent Spaninger's tariff I. C. C. 4152.

FSA No. 33989: *Lime to Clewiston and Okeelanta, Fla.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on lime, common, hydrated, quick or slack, in bulk, carloads, from specified points in Alabama, Tennessee, and Virginia to Clewiston and Okeelanta, Fla.

Grounds for relief: Modified short-line distance formula and circuitous routes.

Tariff: Supplement 85 to Agent Spaninger's tariff I. C. C. 1345.

FSA No. 33990: *Soda ash—Saltville, Va., to Coronet, Fla.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on soda ash, in bulk in covered hopper cars, carloads from Saltville, Va., to Coronet, Fla.

Grounds for relief: Market competition and circuitous routes.

Tariff: Supplement 38 to Agent Spaninger's tariff I. C. C. 1538.

FSA No. 33991: *Canned milk and cream from and to southern points.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on canned milk and cream, carload from Tupelo, Miss., to Talladega and Tuskegee, Ala., and from Murfreesboro, Tenn., to Sevierville, Tenn.

Grounds for relief: Short-line distance formula and circuitous routes.

Tariff: Supplement 6 to Agent Spaninger's tariff I. C. C. 1563.

FSA No. 33992: *Foodstuffs—Western points to southern points.* Filed by W. J. Prueter, Agent, for interested rail carriers. Rates on canned or preserved foodstuffs, and related articles, carloads from points in western trunk-line territory to points in southern territory.

Grounds for relief: Short-line distance formula, market competition and circuitous routes.

Tariff: Supplement 1 to Agent Prueter's tariff I. C. C. A-4207.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-5654; Filed, July 11, 1957; 8:48 a. m.]

Next page is page 5201.

PART II

FEDERAL REGISTER

VOLUME 22 NUMBER 134

Washington, Friday, July 12, 1957

TITLE 14—CIVIL AVIATION

Chapter II—Civil Aeronautics Administration, Department of Commerce

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

REVISION OF PART

The following revision of Part 609 is adopted in order to change the format, make grammatical changes, and to combine the numerous amendments to the part in a single document. This revision incorporates all the criteria and procedures thereto in effect on February 16, 1957. Amendments formerly numbered 233 through 257 with effective dates from February 23, 1957, to August 10, 1957, are not included in this revision but are renumbered Amendments 1 through 25, respectively, to this part.

Subpart A—Introduction

Sec.
609.1 Basis and purpose.
609.2 Applicability.
609.3 Explanation of terms.
609.4 General.
609.5 Minimums.

Subpart B—Criteria

609.10 Low or medium frequency range, automatic direction finding, and very high frequency omnirange criteria.
609.11 Number of procedures established.
609.12 Initial approach to facility.
609.13 Procedure turns.
609.14 Final approaches.
609.15 Missed approach procedure.
609.20 Terminal very high frequency omnirange criteria.
609.21 Final approaches.
609.22 Missed approach procedure.
609.30 Very high frequency omnirange—distance measuring equipment criteria.
609.31 Initial approaches.
609.32 Final approaches.
609.33 Missed approaches.
609.34 Elimination of procedure turns.
609.40 Instrument landing system criteria.
609.41 Initial approaches.
609.42 Procedure turns.
609.43 Final approaches.
609.44 Clearance criteria.
609.45 Utilization of back course of ILS.
609.46 Missed approaches.
609.50 Radar criteria.
609.51 Initial approaches.
609.52 Patterns.
609.53 Straight-in approaches.
609.54 Circling approaches.
609.55 Surveillance approaches.
Sec.
609.56 Precision approaches.
609.57 Missed approaches.

Subpart C—Procedures

609.100 Low or medium frequency range, automatic direction finding, and very high frequency omnirange procedures. [Page 5210.]
609.200 Terminal very high frequency omnirange procedures. [Page 5405.]
609.300 Very high frequency omnirange—distance measuring equipment procedures. [Page 5428.]
609.400 Instrument landing system procedures. [Page 5434.]
609.500 Radar procedures. [Page 5508.]

This issue is divided into two parts. Part II contains a revision of Part 609 of Title 14, Chapter II, of the Code of Federal Regulations, as of February 16, 1957.

AUTHORITY: §§ 609.1 to 609.500 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551.

SUBPART A—INTRODUCTION

§ 609.1 *Basis and purpose.* Under the provisions of the Civil Air Regulations, the Administrator has been delegated the authority to prescribe standard instrument approach procedures to be used when conducting an instrument letdown to an airport, including the weather minimums applicable to an IFR takeoff or landing. This part contains such procedures and minimums as prescribed by the Administrator for civil airports located within the United States and the criteria by which such procedures are established.

§ 609.2 *Applicability.* Unless otherwise authorized by the Administrator, the procedures and minimums prescribed in this part shall apply as follows:

(a) The standard instrument approach procedures and the IFR landing minimums for such procedure are applicable to all users of the airport for which they are prescribed except as provided in paragraph (c) of this section.

(b) The IFR takeoff minimums are applicable to all users of the airport while conducting operations under the authority of Parts 40, 41, 42, 44, or 45 of this title.

(c) The IFR takeoff or landing minimums shall not apply to military aircraft of the United States Armed Forces.

§ 609.3 *Explanation of terms.* (a) "Act" shall mean Civil Aeronautics Act of 1938, as amended.

(b) "Administrator" shall mean Administrator of Civil Aeronautics.

(c) "Miles" shall mean nautical miles unless otherwise indicated.

(d) "Courses", "bearings", and "distances" are stated in degrees magnetic.

(e) Symbols used in ceiling and visibility minimums: Letters that appear in the standard instrument approach procedures tables under the columns entitled "Ceiling and visibility minimums" are defined as follows:

(1) "T" means takeoff minimums.

(2) "C" means circling landing minimums. They are authorized when it is necessary to circle the airport or maneuver for landing.

(3) "S" means straight-in landing minimums. They are authorized where minimums lower than circling landing minimums can be established. If no reduction in minimums for straight-in landings are authorized, circling landing minimums will apply for straight-in landings and "S" will not be shown. Reductions in circling minimums will normally be authorized only when landings can be accomplished straight-in to the approach end of the runway from the navigational facility being used, without exceeding 600 FPM rate of descent and without a change in direction of more than 30 degrees. A number under the "S" symbol indicates the number of the straight-in runway.

(4) "A" means alternate minimums. They apply when the airport is being utilized as an alternate airport.

(5) "d" means day minimums.

(6) "n" means night minimums.

(7) "BCOB" means broken clouds or better in connection with the ceiling minimums shown.

(8) "NA" means not authorized.

(f) *Headings.* The headings appearing in the standard instrument approach procedures tables under the column entitled "Type Aircraft" under ceiling and visibility minimums are explained as follows:

(1) "65 k or less" applies to aircraft having stall speeds as established in the CAA approved Airplane Flight Manual of

65 knots or less at maximum certificated landing weights with full flaps, landing gear extended, and power off.

(2) "More than 65 k" applies to aircraft having stall speeds as established in the CAA approved Airplane Flight Manual of more than 65 knots at maximum certificated landing weight with full flaps, landing gear extended, and power off.

§ 609.4 *General*—(a) *Use of additional data.* Because of obstructions or rugged terrain adjacent to many airports, the Coast and Geodetic Survey Charts, especially the approach and landing charts, covering the area where an instrument letdown is proposed shall be studied carefully before an approach is made.

(b) *Notice of amendment of procedures.* Amendments of the standard instrument approach procedures prescribed in this part are published in the Federal Register and the Airman's Guide. They are also found in the Approach and Landing charts published by the U. S. Coast and Geodetic Survey. However, when unforeseen conditions are encountered in the establishment, realignment, or operation of the navigation facilities upon which the approach procedures are based, it may be necessary to accomplish without delay, a change in the published instrument approach procedures. Notices of such changes are disseminated by "Q" codes and Notices to Airmen.[1] Therefore, any person who intends to conduct an instrument approach shall check such notices to determine whether a change has been made in the published instrument approach procedures.

(c) *Use of radio ranges requiring flight check.* When a flight check of a radio range is required, a Notice to Airmen will be issued advising that the range is "ground checked only, awaiting flight check," and the following will apply with regard to operations and use of the range:

(1) If the radio range is a very high frequency type (108.3 through 117.9 mcs.) range, the entire radio range (consisting of the navigational, voice, and identification features) will be shut down.

(2) If the radio range is a low or medium frequency type (200 through 415 kcs.) nonsimultaneous range, the navigational feature will be shut down and no utilization for navigational purposes will be authorized.

(3) If the radio range is a low or medium frequency type (200 through 415 kcs.) simultaneous range, it may be used as a homing facility and in addition may be used as an ADF instrument approach aid if an ADF procedure for the airport concerned is prescribed by the Administrator or if an approach is conducted using the same courses and altitudes for the ADF approach as those specified in the approved range procedure.

NOTE: This paragraph shall not apply in the Territory of Alaska (including the Aleutian Islands) or in the central and western Pacific islands under United States jurisdiction (including the Territory of Hawaii and the Islands of Canton, Wake, and Guam) until further notice.

(d) *Use of radar in connection with any type of instrument approach procedure.* (1) When radar is approved at certain locations for air traffic control purposes, it may be used not only for surveillance and precision radar approaches, as applicable, but also may be used for instrument approach procedures predicated on other types of radio navigational aids. Radar transitions may be authorized from established holding fixes to final approach positions in relation to the ILS or other types of radio navigational aids upon which instrument approach procedures are predicated in accordance with criteria established in § 609.55 (a) (1), for the type of operation. Upon reaching a final approach position in relation to these facilities, the pilot will either continue a surveillance or precision approach to a landing or complete his instrument approach in accordance with the procedure approved for the facility in question.

(2) Where radar initial approaches to a final approach position are conducted, and/or where timed approaches are being conducted from holding fixes, procedure turns will not be required, nor will they be made unless the individual pilot so advises the controller of his intention to complete a procedure turn at the time of receiving his final approach clearance.

(e) *Civil usage of military aerodromes or seadromes.* An approach conducted into a military aerodrome or seadrome by a civil aircraft[2] shall be executed in accordance with the standard instrument approach procedure and the takeoff and landing minimum[3] prescribed by the military agency having jurisdiction over the particular aerodrome or seadrome unless another procedure or other minimums have been specifically prescribed by the Administrator.

(f) *Circling approaches.* For circling approaches, in addition to consideration of the area from the facility to the field, it will be necessary to consider the area 2 miles from the boundary of the field and provide an obstruction clearance of 300 feet in accordance with existing policies, over all obstructions within this area. It will be possible to eliminate from consideration an area on one side where prominent obstructions exist: *Provided,* That the landing can be effected without maneuvering over this area and a note to this effect is included in the procedure.

(g) *Descent below authorized IFR landing minimums.* No aircraft, after reaching an altitude equal to the minimum altitude for landings specified in these regulations, will descend below such altitude unless it is clear of clouds and thereafter, except when landing minimums equal to or higher than 1000-2 are authorized, the aircraft will not descend more than 50 feet below such altitude unless (1) it has arrived at a position from which a normal approach can be made to the runway of intended landing, and (2) either the approach threshold of such runway or the approach lights or other markings identifiable with such runway are clearly visible to the pilot. If, at any time, after descent below the clouds, the pilot cannot maintain visual reference to the ground or lights he will immediately execute the appropriate missed approach procedure prescribed in the regulations in this part.

(h) *Deviations.* Many airports are so located with respect to unfavorable terrain, obstructions, and congested areas as to require special consideration, but every effort will be made to formulate all procedures in accordance with the applicable criteria. When deviations are found necessary, they will be coordinated and caution notes, such as, "Caution: High terrain 4½ miles to west of final approach course" will be shown on published instrument approach procedures where safety is involved.

§ 609.5 *Minimums*—(a) *Night minimums.* The night ceiling and visibility minimums established in this part shall apply between the ending of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac converted to local time for the locality concerned.[4]

(b) *Landing minimums with inoperative ILS components.* The components comprising the instrument landing system (ILS) are localizer, glide slope, outer marker, middle marker, and approach lights. In addition, although not a component, a compass locator at an outer or middle marker site may be substituted for the outer or middle marker, respectively. Unless otherwise specified in the instrument appoach procedure for a particular airport, an ILS instrument approach procedure shall not be commenced when any component of the ILS is inoperative or the related airborne equipment in the aircraft is inoperative or is not utilized, except in accordance with the following conditions and limitations:

(1) *One component, except localizer, inoperative, use for straight-in approaches.* Straight-in ILS minimums as low as 300–¾ are authorized when any single component of the ILS except the localizer is inoperative, provided all other components are in normal operation.

(2) *Localizer and outer marker only operative, use for straight-in approaches.* Straight-in ILS minimums as low as 300–1 are approved when the localizer and the outer marker are the only components of the ILS in normal operation.

(3) *Localizer and outer marker only operative, use for circling approaches.*

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[1] "Q" codes and Notices to Airmen are broadcast and made available to airmen by CAA communications stations.

[2] A military aerodrome or seadrome is open to civil aircraft only in emergency or with prior permission of the Commanding Officer thereof.

[3] Such procedures and minimums are shown on the current Approach and Landing chart published by the U. S. Coast and Geodetic Survey, the U. S. Air Force, or the U. S. Navy.

[4] The American Air Almanac containing the ending of evening twilight and the beginning of morning twilight tables may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Information is also available concerning such tables in the Offices of the Civil Aeronautics Administration or the United States Weather Bureau.

An ILS instrument approach is approved for circling approaches, if the localizer and the outer marker are the only components of the ILS in normal operation, and if the ceiling and visibility minimums are equal to or higher than those prescribed for a circling approach.

(4) *One component, except localizer, inoperative, use of airport as an alternate.* An ILS instrument approach is approved for use of the airport as an alternate when any single component of the ILS, except the localizer, is inoperative provided all other components are in normal operation, and if the ceiling and visibility minimums are equal to or higher than those prescribed for use of the airport as an alternate.

SUBPART B—CRITERIA

§ 609.10 *Low or medium frequency range (L/MFR), automatic direction finding (ADF) and very high frequency omnirange (VOR) criteria.* The criteria set forth in §§ 609.11 through 609.15 will be used by the Administrator in formulating and approving all L/MFR, ADF, and VOR procedures.

§ 609.11 *Number of procedures established.* (a) More than one procedure may be established on each facility for a particular airport when a different direction of approach is involved. The additional procedures will be complete in all details including procedure turn and direction as well as initial and final approach altitudes.

(1) Where two procedures are established for a low or medium frequency range or a very high frequency omnirange, either one may be the primary procedure utilized. Normally, the No. 1 procedure will be based on an approach from over the station and the No. 2 procedure will be based on utilization of a fan marker, compass locator or reliable fix from the opposite direction. The facilities forming the fix must be located within 20 miles of the fix, and the angle forming the intersection must be at least 45° with the exception of VOR radials or ILS courses, in which case the angle must be at least 30°. ADF procedures will be numbered in accordance with the number of ADF procedures approved for the airport.

(2) A low or medium frequency type simultaneous radio range may be used as an ADF instrument approach aid if (i) an ADF procedure for the airport concerned has been established by the Administrator or (ii) an approach is conducted using the same courses as those specified in the established radio range procedure and with identical altitudes as used in the range approach.

§ 609.12 *Initial approach to facility.* (a) Initial approaches to the facility will normally be made over specified routes. This information will not be indicated on the procedure itself, since it is considered as en route information which is available from other sources. Initial approaches, however, from reliable fixes located 20 miles or less from the facility which will afford a reduction from the published minimum en route altitude, will be specified. Initial approaches for distances beyond 20 miles will be shown only if an operational requirement exists. Initial approaches will specify the minimum altitudes from the fix to the facility, but the course and distance may be indicated by the word "direct", with the charting agency supplying the bearing and distance.

(1) *Altitudes.* (i) The altitudes en route to the facility will correspond with those established for minimum en route operations in the particular area, except where an additional altitude has been established for an initial approach from a reliable fix. These additional altitudes will be specified on the procedure and will provide at least 1,000 feet clearance above all obstructions 4.34 miles on each side of the course from the fix to the facility. All altitudes will be indicated to the nearest 100 feet.

(ii) The minimum initial approach altitudes will be specified in all cases on all magnetic courses (mean variation) in areas outside the continental limits of the United States or its territories, since this information is not normally available from other sources.

§ 609.13 *Procedure turns*—(a) *Procedure turn.* Procedure turns will be established and specified in procedures for use in the return to the final approach course (inbound).

(1) *Standard procedure turn.* A standard procedure turn involves an initial left turn away from the outbound course, followed by a turn to the right toward and intercepting the final approach course inbound. The direction of the turn will be specified as north, south, east, or west side of the final approach course. This turn will be standard whenever terrain, obstructions, traffic, or operational conditions will permit. The degree of turn and the point at which the turn will be made is left to the discretion of the pilot, but the maneuvering will be completed within the procedure turn maneuvering area not below the altitude established for the procedure turn. The procedure turn maneuvering area will be limited to 7 miles on the maneuvering side of the outbound course and 4.34 miles on the opposite side and within a distance of 10 miles from the facility. Procedure turns beyond 10 miles will be authorized only in those cases where a definite requirement exists for an extended maneuvering area. In all cases, a five-mile buffer zone will be provided beyond the maximum distance outbound authorized for the procedure turn. Where it is necessary, due to terrain, obstructions, traffic, etc., to emphasize the limitation of the procedure turn, a note "Not authorized beyond ____ miles" will be shown. When it is necessary that a procedure turn be established at a distance other than 10 miles from the facility, an explanatory note will be included. A procedure turn need not be made when the final approach can be executed from an established holding point on and aligned with the final approach course or from a final approach fix specified in the procedure.

(2) *Nonstandard procedure turn.* A nonstandard procedure turn may be authorized when a turn cannot be made on the left side of the outbound course due to unusually high obstructions, air traffic control considerations or other reasons. In such cases the turn will be authorized on the right side of the outbound course and an explanatory note will be included in the procedure such as "All turns to be made on the east side of the course, high terrain to west."

(3) *Teardrop procedure turn.* A teardrop procedure turn may be established when a standard or nonstandard procedure turn is not operationally desirable or feasible. A teardrop procedure turn normally starts over the facility on an outbound course to the left of the reciprocal of the inbound course, followed by a turn to the right toward and intercepting the inbound course. Normally, the pilot will follow the outbound course indicated on the procedure, but may select other courses up to a maximum of 35° from the reciprocal of the inbound course, provided such maneuvering is completed within the teardrop procedure turn maneuvering area. However, the maneuvering area and altitude are specified, requiring the maneuvering to be completed within the teardrop procedure turn maneuvering area at or above the altitude established for the teardrop procedure turn.

(i) *Teardrop procedure turn; conventional aircraft.* The outbound course selected on the procedure will normally be indicated 18° to the left of the reciprocal of the inbound course. The dimensions for the teardrop procedure turn for conventional aircraft will be the same as those specified for a standard procedure turn in subparagraph (1) of this paragraph.

(ii) *Teardrop procedure turn; high speed aircraft.* The outbound course specified on the procedure will normally be indicated 35° to the left of the reciprocal of the inbound course. The dimensions of the teardrop procedure turn maneuvering area and buffer zone are limited to five miles left and right of the extended outbound and inbound courses, respectively. The extremity of the maneuvering area is limited by a 9.75 mile arc, the radius of which is drawn from a point 15.25 miles from the facility on a line midway between the outbound and inbound courses; the extremity of the buffer zone is limited by a 14.75 mile arc drawn from the same point.

(4) *Shuttle.* Normally a shuttle may be made down to the procedure turn altitude on the final approach course in a standard two-minute holding pattern to allow for descent after initial approach and prior to commencement of the final approach. Vertical and lateral clearance will be provided similar to that provided for procedure turns. A procedure turn need not be made if descent is made under such conditions.

(b) *Altitudes.* A minimum altitude will be established for the procedure turn, which normally will provide a minimum obstruction clearance of 1,000 feet within the maneuvering area and buffer zone. Minimum altitudes will be shown to the nearest 100 feet.

§ 609.14 *Final approaches*—(a) *Final approach.* The final approach begins at an authorized final approach fix, or at the point where the procedure turn is completed and the aircraft is headed inbound to the facility on the final approach course. The final approach ends at the point where the landing is completed or the missed approach commences. After considering the terrain and course accuracy, the orientation of the entire final approach course will normally be aligned with that part of the final approach course from the facility to the airport. Specific courses, both outbound and inbound, will be indicated on each procedure.

(1) Normally, there will be only one final approach course to the facility for any one procedure. However, if other final approach courses to the facility from fixes which form courses within 30° of the basic final approach course are necessary operationally, such additional final approach courses may be specified on the procedure, and if so, the final approach obstruction clearance area will be correspondingly increased in size and the minimum altitude over the facility on all such final approach courses will be identical.

(2) For each procedure there is normally one direction from which the initial approach may become the final approach with the resulting elimination of a procedure turn. This may be accomplished only if such an approach is from a fan marker or other reliable final approach fix either on or within 30° of the basic final approach course, and within 10 miles of the facility. To be usable for a reliable final approach fix, an intersection may be formed by a combination of radio bearings, VOR radials, ILS courses or range courses. The facilities forming the fix will be located within 20 miles of the fix, and the angle of intersection must be at least 45°, with the exception of VOR radials or ILS courses, in which case the angle must be at least 30°. VOR/DME may also be used to provide a fix.

(3) At some locations, due to terrain or other features, it may be advantageous for that portion of the final approach course between the fix, or the point where the procedure turn is completed, and the facility, to differ from that portion of the final approach course between the facility and the airport. This difference will not normally exceed 30° and sufficient distance will be available to allow for proper bracketing. Example: When the final approach course is 350° from the facility to the airport, the final approach to the facility should normally be between 320° and 020°.

(b) *Final approach areas.* Obstruction clearance will be provided in accordance with the altitude specified in paragraph (c) of this section for the following final approach areas:

(1) *From completion of procedure turn to radio facility without a fix*—(i) *L/MFR, ADF.* The final approach area extends laterally 4.34 miles on each side of the final approach course at a distance of 10 miles from the facility, and decreases uniformly inbound to 1.7 miles on each side of the course at the facility. Beyond 10 miles, width remains constant 4.34 miles each side of the final approach course.

(ii) *VOR.* The final approach area extends laterally 4.34 miles on each side of the final approach course at a distance of 10 miles from the facility, and decreases uniformly inbound to 1.25 miles on each side of the course at the facility. Beyond 10 miles, width remains constant 4.34 miles each side of the final approach course.

(2) *From final approach fix to radio facility*—(i) *L/MFR, ADF.* The final approach area extends 1.7 miles each side of the final approach course from the fix to the facility not to exceed 10 miles.

(ii) *VOR.* The final approach area extends 1.7 miles each side of the final approach course at 10 miles from the facility, decreasing uniformly to 1.25 miles at facility.

(3) *From radio facility to airport*—(i) *L/MFR, ADF.* The final approach area extends laterally 1.7 miles each side of the final approach course.

(ii) *VOR.* The final approach area extends laterally 1.25 miles each side of the final approach course at the facility, increasing uniformly to 1.7 miles at a distance of 10 miles. Beyond 10 miles from the VOR facility, width remains constant 1.7 miles each side of the final approach course.

(4) *From final approach fix to airport (back course approach)*—(i) *L/MFR, ADF.* The final approach area prescribed under subparagraph (2) (i) of this paragraph applies to back course approaches when the final approach fix is within 10 miles of the facility. If the fix is more than 10 miles from the facility, the final approach area increases uniformly from 1.7 miles each side of the final approach course at a distance of 10 miles from the facility to 4.34 miles each side of the final approach course at a distance of 15 miles. The area between the fix and the 15-mile distance is area which will be considered as either procedure turn area or final approach area to the fix. Final approaches from fixes beyond 15 miles from the facility will not be established.

(ii) *VOR.* The final approach area prescribed under section 609.14 (b) (2) (ii) applies to back course approaches when the final approach fix is within 10 miles of the facility. If the fix is more than 10 miles from the facility, the final approach area increases uniformly from 1.7 miles each side of the final approach course at a distance of 10 miles from the facility to 4.34 miles each side of the final approach course at a distance of 20 miles from the facility. The area between the fix and the 20-mile distance is area which will be considered as either procedure turn or final approach area to the fix. Final approaches from fixes beyond 20 miles from the facility will not be established.

(c) *Final approach altitudes.* Minimum altitudes for final approach areas will be shown to the nearest 100 feet. Minimum altitudes over the airport will be obtained by adding the required obstruction clearance to the highest obstruction in the final approach area and rounding off the result to the nearest 100 feet (i. e., the minimum altitude over a 649-foot msl obstruction with 500 feet obstruction clearance will be shown as 1,100 feet msl).

(1) *Altitude from completion of procedure turn, without a fix.* Descent to the altitude specified for final approach will be made only after the final approach course is intercepted inbound and is within 10 miles of the facility. When the procedure turn is not completed within these limits, the final approach altitude will be the same as that authorized for the procedure turn until within the final approach area. A minimum obstruction clearance of 500 feet will be provided within the final approach area to the facility.

(2) *Altitude from final approach fix to facility (front course approach).* The final approach altitude will provide a minimum obstruction clearance of 1,000 feet up to the fix and 500 feet from the fix to the facility within the final approach area.

(3) *Altitude from facility to airport (front course approach)*—(i) *Within 6 miles.* For that portion of the final approach area lying between the facility and the airport, a minimum obstruction clearance of 300 feet will be provided when the facility is located within 6 miles of the airport.

(ii) *Over 6 to 8 miles.* When located from over 6 to 8 miles, a minimum obstruction clearance of 400 feet will be provided in the final approach area.

(iii) *Over 8 to 10 miles.* When located from over 8 to 10 miles, a minimum obstruction clearance of 500 feet will be provided in the final approach area.

(iv) *Over 10 miles.* When located more than 10 miles, operations will normally be conducted in accordance with visual flight rules from the facility to the airport; however, in specific instances, a procedure may authorize operations under IFR from the facility to a point not more than 6 miles from the facility provided a minimum obstruction clearance of 500 feet is provided in the final approach area. From this point on, operations will be conducted in accordance with visual flight rules.

(4) *Altitude from final approach fix to facility (back course approach).* The final approach altitude will provide a minimum obstruction clearance in the final approach area between the fix and the airport as described in paragraph (b) (4) of this section, as follows:

For distances from fix to airport of—	*Feet*
(i) 6 miles or less	300
(ii) Over 6 to 8 miles	400
(iii) Over 8 miles to 10 miles	500

(iv) Over 10 miles—when the distance from the fix to the airport is over 10 miles, operations will normally be conducted in accordance with visual flight rules from the fix to the airport; however, in specific instances, a procedure may authorize operations under IFR from the fix to a point not more than 6 miles from the fix, provided a minimum obstruction clearance of 500 feet is provided in the final approach area. From this point on, operations will be conducted in accordance with visual flight rules.

(d) *Magnetic course from facility to airport.* (1) (i) In plotting the magnetic course from the facility to the airport, when the bearing from the facility to the end of the runway to be used does not diverge more than 30° from the direction of that runway, and a reasonable rate of descent is possible, a straight-in approach may be authorized and the magnetic course shown will correspond to that of the bearing from the facility to the approach end of the runway to be used.

(ii) When this bearing is more than 30°, the magnetic course from the facility to the airport shall be determined by bisecting the angle formed by two straight lines extending from the facility to both sides of the useful landing area.

(2) Distance from facility to airport: The distance shall normally be measured from the facility to the approach end of the runway or to the intersection of the course with the first runway on the airport. At airports where no runways exist, the distance will be measured along the final approach course from facility to airport to the nearest boundary of the landing area.

§ 609.15 *Missed approach procedure.* (a) A missed approach procedure will be formulated for each procedure. The missed approach will normally be made on a course which most nearly approximates a continuation of the final approach course, after due consideration of obstructions, terrain, and other factors influencing the safety of the operation. The missed approach course, however, need not necessarily be a straight line. A missed approach will be initiated at the point where the aircraft has descended to authorized landing minimums at a specified distance from the facility if visual contact is not established, or if the landing has not been accomplished, or when directed by Air Traffic Control. The "specified distance" may not be more than the distance from the facility to the airport.

(1) *Missed approach area.* The missed approach area extends laterally 1.7 miles on each side of the missed approach course commencing either at the approach end of the runway or landing area or at the point where the missed approach starts, and extends in length for a distance of 32,000 feet (approximately 5.3 miles). Where 100-foot minimums have been approved, it extends in length for a distance of 36,000 feet (approximately 6 miles).

(i) *Obstruction clearance.* In addition to the missed approach area meeting the requirements of the Technical Standard Order for determining obstructions to air navigation regarding airport clearance criteria, no obstructions should penetrate a surface extending over the missed approach area. This surface is 200 feet higher (or 100 feet higher if 100-foot minimums have been approved) than the elevation of the point over which the missed approach starts and extends upward uniformly on a 40:1 slope until reaching an altitude 1,000 feet higher than the elevation of the point over which the missed approach starts. This occurs at about a 5.3-mile distance (or 6 miles with 100-foot minimums). From this point on, until reaching the missed approach altitude, a minimum obstruction clearance of 500 feet will be provided 4.34 miles each side of the missed approach course.

(ii) *Altitudes.* The missed approach altitude specified on the procedure will provide at least 1,000 feet clearance above all obstructions 4.34 miles on each side of the missed approach course normally within a distance of 20 miles from the facility or to a specified fix normally within 20 miles of the facility.

(2) *Alternate missed approach procedure.* Alternate missed approach procedures will be established whenever required for air traffic control purposes. Alternate missed approach procedures will be included in the space provided for a missed approach procedure.

§ 609.20 *Terminal very high frequency omnirange (TerVOR) criteria (VOR located on the airport).* (a) The criteria set forth in §§ 609.20 through 609.22 will be used by the Administrator in formulating and approving TerVOR procedures.

(1) *Determination.* Criteria will be identical with VOR criteria specified in §§ 609.11 through 609.15, except as specified hereinafter in §§ 609.20 through 609.22.

(2) *Number of procedures established.* There normally will be established a straight-in approach procedure for each runway at a given airport under the conditions set forth in § 609.21 (b). The procedures will be identified by the abbreviation TerVOR followed by the number used to identify the runway to which the approach is established. Example: TerVOR–3, the approach established for runway 3.

NOTE: In cases where the VOR is at the airport and it is desired to establish descent only to circling minimums, final approach courses may be established along en route radials. Such procedures will specify at least two final approach fixes (including DME fixes) to expedite the approach and to eliminate the necessity for a procedure turn. In such cases, procedures will be identified by a three digit approach radial. Example: "Radial 090", the approach inbound on the 090 radial from the east.

§ 609.21 *Final approaches*—(a) *Final approach course.* Only one final approach course will be established for any one procedure. The final approach course will be one which intersects the extended centerline of the runway at a specified distance from the approach end of the runway. The final approach course will be established only under the conditions specified in paragraph (b) of this section.

(b) *Interception angle and runway distance.* The distances between the approach end of the runway and the interception point of the selected final approach course with the runway centerline extended, shall not be less than those shown for the corresponding angles of interception.

Angle	*Distance*
0°	0 mile.
7°	Minimum 0.25 mile.
14°	Minimum 0.50 mile.
21°	Minimum 0.75 mile.
28°	Minimum 1.00 mile.
30° (Maximum)	Minimum 1.07 miles.

An interpolation of the angles and distances given above should be applied at a ratio of 28° to one mile. Straight-in approaches will not be established requiring angles of interception of more than 30°. The distance will be as short as the interception angle will permit and the visibility minimums will be consistent with this distance. Moreover, local conditions such as thickly populated areas, hazardous obstructions, etc., will be considered in the selection of the courses to be used for final approach.

NOTE: Terminal VOR criteria may be applied to VOR locations not on an airport or immediately adjacent thereto but within a reasonable distance of the airport. In such cases, at least one final approach fix should be established on the approach radial, with interception angles and runway distances being established as specified above. See § 609.32 (a) (5) (i).

(c) *Altitude on final approach*—(1) *From completion of procedure turn to facility.* A minimum altitude will be established for the final approach from completion of procedure turn to the VOR which will provide a minimum obstruction clearance of 400 feet within the final approach area described in § 609.14 (b) (1) (ii).

(2) *From a reliable fix.* A final approach may be authorized from a reliable fix located on the final approach course within 10 miles of the VOR. In such cases a minimum altitude will be established within the final approach area described in § 609.14 (b) (2) (ii) which will provide obstruction clearance as follows:

(i) *Within 6 miles.* When the fix is located within 6 miles of the VOR, the minimum obstruction clearance will be 300 feet.

(ii) *Over 6 miles to 8 miles.* When the fix is located over 6 miles but not more than 8 miles from the VOR, the minimum obstruction clearance will be 400 feet.

(iii) *Over 8 miles but not more than 10 miles.* When the fix is located over 8 but not more than 10 miles from the VOR, the minimum obstruction clearance will be 500 feet.

§ 609.22 *Missed approach procedure.* The missed approach procedure criteria contained in § 609.15 will apply.

§ 609.30 *Very high frequency omnirange distance measuring equipment (VOR/DME) criteria.* The criteria set forth in §§ 609.30 through 609.34 will be used by the Administrator in formulating and approving VOR/DME procedures. In establishing VOR/DME instrument approach procedures from the radio facility direct to the airport or from a fix direct to the airport (back course approach), applicable criteria of §§ 609.11 through 609.14 will be used taking full advantage of the many DME fixes available. The purpose of §§ 609.31 through 609.34 is to establish criteria utilizing the orbiting feature of DME for conducting instrument approaches to airports and runways.

(a) *Establishment.* VOR/DME procedures are established to facilitate an instrument approach along an orbit and/or radial of a VOR/DME facility. The following criteria will be adhered to when establishing such procedures.

(1) *VOR/DME use.* Distance measuring equipment (DME) indicates the distance from the VOR/DME facility to the aircraft. VOR indicates the course. DME and VOR may be used independently or jointly.

(2) *VOR/DME equipment.* Procedures utilizing DME are predicated upon airborne interrogators accurate within 3 percent of the distance or ½ mile, whichever is greater. Use of less accurate equipment will not provide the required margin of safety in the use of these procedures.

(3) *Orbiting procedure to airport.* Orbiting procedure to the airport rather than to straight-in runways may be authorized without overheading the facility. The radius of this arc will be the distance from the DME facility to the approximate center of the airport.

(b) *Numbering of procedures*—(1) *Straight-in approach.* Procedures will be numbered in a manner similar to that used for Terminal VOR when a straight-in approach to a runway is authorized; Example: An orbiting procedure straight in to runway 25 will be numbered VOR/DME 25.

(2) *Circling approach.* Approaches other than straight-in approaches to a runway will be considered circling approaches and will be numbered Airport–1, Airport–2, etc. Example: The Airport–1 procedure will be a VOR/DME approach procedure established from the VOR/DME facility direct to the airport. The Airport–2 procedure will be an approach from a DME fix along the VOR radial which passes over the airport and the flight is conducted toward the facility but does not allow a straight-in approach to a runway.

§ 609.31 *Initial approaches*—(a) *Initial approach to DME orbit.* When an approach radial to a VOR/DME facility intersects a DME orbit within the limiting angles and distances, indicated in subparagraph (1) of this paragraph, an approach may be authorized upon this orbit from such intersection. When an approach radial lies outside these limits, a procedure will be established so that the aircraft will overhead the VOR/DME facility before proceeding to a DME orbit.

(1) *Determination.* The approach radial provides an intersection with a DME arc and determines the straight-in distance to the runway along the final approach orbit. The maximum length of the final approach DME orbit is determined by the angle between the approach radial and the reference line, and is—

Not more than 135° for distances of 5 miles or less from facility to orbit,
Not more than 120° between 5 and 10 miles,
Not more than 105° between 10 and 15 miles, and
Not more than 90° over 15 miles.

(2) *When to overhead facility.* Approaches to the facility along radials outside these angles and limiting distances will be authorized first to the VOR/DME facility in accordance with other approved criteria.

(b) *Altitudes on initial approach.* A minimum obstruction clearance of 1,000 feet will be provided for a distance of 4.34 miles on each side of the course until within 5 miles of the DME final approach orbit. Within 5 miles of the final approach orbit, a minimum clearance of 500 feet will be provided for a distance of 4.34 miles on each side of the course. The initial approach altitude will not be lower than the altitude established for the orbit from the point of intersection of the initial approach with the orbit. In order to facilitate transitions, minimum orbiting altitudes may be established for the area or areas about the facility. The altitude or altitudes will provide a minimum obstruction clearance of 1,000 feeet within the area specified on the procedure. For example: "Minimum orbiting altitudes R–040 clockwise to R–270, 2500 feet within 20 miles; R–270 clockwise to R–040, 3000 feet within 20 miles."

§ 609.32 *Final approaches*—(a) *DME final approach orbit*—(1) *Determination.* A final orbiting approach is conducted upon an arc terminated by the reference line (the VOR radial passing over the approach end of the desired runway) on one end, and the VOR approach radial at the other end.

(2) *Limiting factors in DME orbit.* (See § 609.31 (a) (1).)

(3) *Minimum radius of orbit arc.* Orbiting procedures will not normally be established with less than an arc of four miles radius. This is necessary in order to minimize the rate of turn and amount of bank required on final approach.

(4) *Distance to runway from point of intersection.* Normally the fix at the start of the DME approach orbit will be at least four miles from the approach end of the runway used.

(5) *Use of fixes.* Since radials intersecting the DME orbit form continuous VOR/DME fixes, reduction in altitude as distance to the approach end of the runway decreases will be established in accordance with the following:

(i) *Fix when facility is off the airport.* Criteria, as outlined in § 609.21 (a) and (b) will be used to provide a straight-in approach to an airport even when the facility is located off the airport. The final approach course will be able to form a fix which coincides with the intersection of the extended centerline at a specified distance from the approach end of the runway. An approach either toward or away from the facility is possible with adequate VOR/DME fixes.

(ii) *Altitudes.* For that portion of the final approach to the DME orbit lying between the DME fix and the approach end of the desired runway, a minimum obstruction clearance two miles on each side of the final approach orbit will be provided as follows:

7 miles and less, 300 feet.
Over 7 to 10 miles, 400 feet.
Over 10 to 12 miles, 500 feet, and
More than 12 miles, 1,000 feet.

§ 609.33 *Missed approaches.* The missed approach procedure criteria contained in § 609.15 will apply.

§ 609.34 *Elimination of procedure turns.* A note will be placed on all procedures to permit the elimination of the procedure turn with any VOR/DME procedure of which the following is an example: "When authorized by ATC, DME may be used within ____ miles at ____ feet altitude to position aircraft for a straight-in approach with the elimination of the procedure turn."

§ 609.40 *Instrument landing system (ILS) criteria.* The criteria set forth in §§ 609.40 through 609.46 will be used by the Administrator in formulating and approving ILS procedures.

(a) *Number of procedures established.* More than one ILS procedure may be established for a particular airport when a different direction of approach is involved. Procedures will be numbered to correspond with the number of runway served. Example: ILS–9 would be the approach based on the utilization of the front course of the ILS, and ILS–27 would be the approach utilizing the back course of the ILS.

§ 609.41 *Initial approaches*—(a) *Initial approach procedure.* The initial approach to the ILS will normally be made on the associated primary navigation facility, radio range or radio beacon, or from an intersection thereof. Transition from the primary radio facility to the ILS localizer course will be made from specified fixes on predetermined established courses furnishing directional guidance between such fixes (or on DME orbits), and the localizer course or the outer marker compass locator of the ILS. (Radar transition, see § 609.55 (a) (1).)

§ 609.42 *Procedure turns.* (a) The procedure turn criteria contained in § 609.13 will apply. A specified procedure turn need not be made when bracketing of the localizer course (inbound) can be accomplished prior to intercepting and commencing descent on the glide slope to authorized minimums and provided that (1) the localizer course (inbound) can be intercepted within 10 miles of the outer marker or final approach fix on a final transition course specified in the ILS procedure from an established radio fix or holding point not more than 20 miles from the localizer interception point and the interception angle does not exceed 15° for each mile of the interception point distance from the outer marker, up to a maximum of 90°, or (2) interception of the localizer course (inbound) can be accomplished from an established holding pattern on the localizer course.

(b) In addition, the altitude on procedure turn will not be less than the altitude of the glide slope at the outer marker. In those cases where a 7 mile distance on the maneuvering side of the ILS procedure turn maneuvering area results in an altitude appreciably higher than if a 4.34 mile distance were used, the ILS procedure turn altitude will be limited to 4.34 miles on the maneuvering side, and a note to that effect included on the ILS procedure form.

§ 609.43 *Final approaches*—(a) *Definitions*—(1) *Final transition.* The term "final transition", as used in ILS procedures, is defined as a transition to an ILS localizer course, within the limitations set forth in § 609.42, from which a final approach will be authorized on the localizer course without the necessity of making a procedure turn.

(2) *Final approach on localizer course.* The term "final approach on localizer

course", as used in ILS procedures, is defined as approach (inbound) on the localizer course after completion of procedure turn, or from an established holding pattern on the localizer course or after a final transition, as described in subparagraph (1) of this paragraph.

(3) *Final approach on glide slope.* The term "final approach on glide slope", as used in ILS procedures, is defined as that portion of the final approach (inbound) on localizer course after the glide slope has been intercepted and descent on the glide slope is being made to authorized landing minimums.

(b) *Altitudes.* The altitude for final approach on the localizer course prior to reaching the outer marker will not be less than the altitude of the glide slope at the outer marker. The altitude for final approach on glide slope will provide for clearance of terrain and obstructions in the approach area as hereinafter specified in "Minimum obstruction clearance for final approach", paragraph (c) (7) of this section.

(c) *Obstruction clearance for final approach*—(1) *Approach zone.* The approach zone to instrument runways includes the approach area, approach surface, and transitional surfaces.

(2) *Approach area.* The dimensions of the approach area to instrument runways are measured horizontally from a point 200 feet outward from the approach end of the runway.

(3) *Length.* The approach area has a length of 50,000 feet outward along the runway centerline extended.

(4) *Width.* The approach area is symmetrically located with respect to the extended runway centerline and has a total width of 1,000 feet at a point 200 feet outward from the approach end of the runway. The approach area flares uniformly to a total width of 4,000 feet at the end of the 10,000-foot section and to a total width of 16,000 feet at the end of the additional 40,000-foot section.

(5) *Approach surface.* The approach surface is an inclined surface located directly above the approach area.

(6) *Slope.* The slope of the approach surface along the runway centerline extended is fifty to one (50:1) for the inner 10,000-foot section and forty to one (40:1) for the outer 40,000-foot section of the approach area.

(7) *Minimum obstruction clearance for final approach.* For that part of the approach from the interception of the glide slope by the aircraft, the minimum obstruction clearance is that obtained between the two and one-half degree glide slope passing through a point 12 feet above and 500 feet inward from the approach end of the runway and the fifty to one (50:1) and forty to one (40:1) approach surface slope defined in subparagraph (6)[5] of this paragraph.

§ 609.44 *Clearance criteria*—(a) *Minimum clearance.* The minimum clearance in feet is a function of the distance D outward from the point at which the glide slope intercepts the runway at zero altitude as follows:

(1) For less than 10,950 feet, minimum clearance $0.02366D+20$ feet.

(2) For D between 10,950 feet and 4.34 miles, minimum clearance $0.01866D+75$ feet.

Example. If an obstruction is 10,250 feet from the glide slope intersection with a runway, formula (1) would apply, and the minimun clearance above the obstruction $=(10{,}250' \times 0.02366)+20'=(243')+20'=263'$. It should be noted that the criteria provide a minimum clearance of approximately 500 feet at 4.34 miles from the runway intersection with a gradually reduced clearance from that point inward. This clearance is a minimum requirement. However, a greater clearance may be necessary due to terrain features adjacent to the approach area of the instrument runway or peculiarities of the installation which are revealed by flight checks.

(b) *Glide slope setting.* (1) Where the minimum obstruction clearance can be obtained in the approach area and adjacent transition surfaces inward from the point of interception of the glide slope, the glide slope will be set to the normal optimum setting of two and one-half to two and three-fourths degrees. This will result in obtaining the desirable interception of the glide slope with the middle marker at an elevation of about 200 feet above the runway.

(2) Where terrain and obstruction clearances more than that established by the criteria can be provided, the glide slope may be set at a lesser angle. The minimum glide slope angle will be two degrees.

(3) When necessary to obtain the minimum obstruction clearance, the glide slope may be raised to an angle of three degrees. Angles greater than three degrees will not normally be used. Where the minimum obstruction clearance cannot be obtained with the three degree glide slope angle and the length of the runway permits, consideration may be given to locating the glide slope unit inward from the standard location a distance necessary to obtain the specified minimum clearance.

(c) *Adjustment of ceiling minimums for obstruction clearance.* When minimum obstruction clearance cannot be obtained with a three degree glide slope angle, and the length of the runway does not permit a compensating adjustment, consideration will be given to establishing ceiling minimums which will afford comparable safety. In this event, the ceiling minimums will be determined by application of the following formula to all obstructions projecting above the established slope line and located in the approach area within a distance of 4.34 miles outward from the end of the runway.

(1) *Formula.* A line will be extended horizontally outward from the top of each obstruction and parallel with the runway centerline to a point of intersection with the established slope line, and from that point a line will be extended vertically to a point of intersection with the glide slope. The point of intersection at the highest level of the glide slope as established by the foregoing formula will determine the minimum ceiling that will be considered.

§ 609.45 *Utilization of back course of ILS.* Utilization of the back course of an ILS may be authorized if suitable fixes exist which will allow a pilot to establish his position and proceed on the localizer back course to the airport. Use of the back course will not be authorized; however, where there is likely to be interference with another ILS located in close proximity, or where the terrain or other features make use of the back course inadvisable from a safety standpoint, or when the ILS back course is "restricted" or "unusable".

(a) *With glide slope.* If the instrument approach runway is equipped with a glide slope serving the back course of the ILS localizer, a separate procedure may be formulated and approved. When such a procedure is established, consideration will be given to ceiling and visibility minimums in accordance with the minimum obstruction clearance for glide slope settings.

(b) *Without glide slope.* Where there is no glide slope but a fan marker, compass locator, or other suitable fix is located on the localizer back course within 6 miles of the airport, a straight-in approach may be formulated and approved. Obstruction clearance will be determined by requiring 300 feet clearance over all objects within the approach area described in § 609.43 (c) (1), (2), and (3), and by adding to this basic requirement of 300 feet any encroachment on the instrument runway transitional surfaces described in Technical Standard Order N-18. The slope set forth in § 609.43 (c) (6) will not be applicable, and the transitional surfaces beyond 200 feet from the runway end will extend from the edge of the approach area commencing at airport elevation. Straight-in approaches without glide slope may also be authorized for fixes over 6 miles up to 10 miles from fix to approach end of runway if additional obstruction clearance is provided as follows:

Over 6 but not more than 8 miles, 400 feet.
Over 8 but not more than 10 miles, 500 feet.

These obstruction clearances will also be required on the front course of an ILS when the glide slope is not commissioned or is inoperative.

§ 609.46 *Missed approaches.* The missed approach procedure criteria contained in § 609.15 will apply.

§ 609.50 *Radar criteria.* The criteria set forth in §§ 609.50 through 609.57 will be used by the Administrator in formulating and approving radar procedures.

(a) The safe completion of a radar approach procedure involves a dual responsibility, which includes (1) the interpretation of the information received by the controller on the radar scope and the relaying of this information to the pilot of the aircraft, and (2) the pilot's acceptance of and compliance with the advice received from the controller.

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[5] This is the condition when the glide slope unit is located the minimum distance of 750 feet from the runway end. The lower end of the glide slope is assumed to be 12 feet above the runway at a distance of 250 feet outward from the glide slope unit, at which distance the aircraft would be in contact with the runway and the aircraft antenna exactly on course.

(b) Number of procedures established: One or more radar procedures may be established for a particular airport depending on the various runway directions and patterns used. Where the approach is to be made to a designated instrument runway which is served by precision approach radar, a precision approach procedure will be established and so designated. Approaches may also be established to any runway served by adequate surveillance radar and termed surveillance instrument approach procedures. Where precision or surveillance instrument approaches are established, it will be necessary to specify the particular runway which may be utilized, and the types of approaches authorized for those runways.

§ 609.51 *Initial approaches*—(a) *Initial approach procedure.* The initial approach for radar procedures will normally be authorized on the associated primary navigation facilities, from reliable fixes or from an established holding pattern.

(1) *Altitudes.* All altitudes pertaining to initial approaches for radar procedures will not be less than the minimum initial approach altitude established for approaches to the associated primary radio facility or other reliable fixes from which transition to the radar procedure is accomplished.

§ 609.52 *Patterns*—(a) *Establishment.* Patterns will be established and approved by the appropriate agency for the guidance of the radar controllers. Such patterns will provide basic transition vectoring courses from the associated primary facilities or fixes upon which the initial approach to the area was conducted. They will also provide for a final turn and/or interception of the final approach course at a distance of not less than 5 miles from the approach end of the runway to be used. Whenever possible, a pattern will be designed to accommodate both right- and left-hand turns into the final approach course. While interception angles of approximately 30 degrees are preferable, controllers may use larger interception angles provided sufficient distance is provided along the course for bracketing.

(b) *Use of surveillance radar with other types of aids.* Where surveillance radar is utilized in providing transitions to a final approach position with relation to other types of approach aids, the pattern will normally provide that interception of the final approach course be made at a sufficient distance prior to intercepting the glide slope[6] or crossing the outer marker or other approach aid in order that the pilot will have sufficient time to bracket the localizer course or final approach course before commencing descent to the airport.

(c) *Flexibility of use.* To provide the flexibility required for air traffic control purposes, the radar controller may deviate from the pattern course as required to provide separation from other aircraft and to make allowances for wind conditions, speed of aircraft, direction from which aircraft are approaching, or other reasons which may require deviations therefrom, provided that the minimum obstruction clearances are strictly adhered to.

(d) *Altitudes*—(1) *Transition patterns.* Except as otherwise provided in §§ 609.50 through 609.57, all altitudes pertaining to the radar procedure patterns prior to interception of the final approach course will be at least 1,000 feet above all obstructions within 3 miles on each side of the pattern course, and will provide at least 500 feet clearance above all obstructions located within an additional 2 miles on each side of the pattern course. When an aircraft is observed to have definitely passed an altitude limiting feature or obstruction, the radar controller may descend the aircraft to a lower altitude, provided that the lower altitude affords the minimum obstruction clearance set forth above with respect to other obstructions farther along the course to be flown.

(2) *Deviation from pattern.* In order to provide guidance to controllers and pilots concerning the minimum vectoring altitude(s) which may be used in the event deviations from pattern course are required, radar transition vectoring altitude(s) should be established within the terminal area, either area-wise or in area sectors, depending on the prevailing terrain or obstruction situation at any particular airport. It will be required that a basic area altitude be established which will provide 1,000 feet clearance over all obstructions within the area in which radar vectoring to the final approach fix will be accomplished. However, in order not to require unduly high transition altitudes, exceptionally high terrain and obstructions (high TV towers, etc.) will not be used in the determination of the basic area altitude. These will be noted on the controller's radar scope and will be treated individually by requiring the specific obstruction clearances, as stated above, when within 5 miles thereof; i. e., from 3 to 5 miles, 500 feet obstruction clearance will be required and from 0 to 3 miles, 1,000 feet obstruction clearance will be required. When obstruction clearance can be maintained, and at the discretion of the radar controller, a radar procedure pattern may be executed in part only, provided the final approach course can normally be intercepted not less than 5 miles from the approach end of the runway.

(3) *Use with other types of facilities.* The approved radar terminal area transition altitudes to other types of facilities will be specified in the initial approach or transition portion of the pertinent instrument approach procedure form. An example of this would be, "Radar terminal area transition altitude 1500 feet." If sector altitudes are involved, they will be specified. Where radar transitions to ILS or other types of facilities are authorized, the minimum altitude at interception of the final approach course will not be less than the altitude specified in the ILS or other type of procedure for final approach altitude over the outer marker or other specified fix. Where obstructions require interception of the ILS glide slope at an altitude higher than that required over the outer marker, sufficient distance must be available along the course line to allow descent on the glide slope to the outer marker.

§ 609.53 *Straight-in approaches.* Straight-in precision and surveillance approaches are predicated on the aircraft landing straight-in to the runway, rather than circling the airport.

§ 609.54 *Circling approaches.* Circling approaches are predicated on the aircraft completing a portion of the precision or surveillance approach to one runway and then proceeding visually to another runway. Obstruction clearance for circling on such approaches will be determined in accordance with § 609.4 (f).

§ 609.55 *Surveillance approaches.* (a) A radar approach utilizing surveillance radar will be authorized when the position of the aircraft can be definitely determined and the flight path controlled by reference to the surveillance scope.

(1) *Equipment.* The ground electronics equipment must be sufficiently accurate and free from ground clutter to assure positive aircraft identification and azimuth course guidance. Surveillance radar may also be used in connection with initial approach procedures to other types of navigational aids, such as precision approach radar, L/MF radio facilities, VOR, and ILS facilities. Final approaches to the facility and airport will then be made, at the pilot's discretion, either by means of a precision approach procedure or by means of the approved instrument approach procedure established for the particular type of facility. Where such radar transitions to other facilities are approved, the transition authorization will become a part of the particular instrument approach procedure authorized for that facility and will be noted on the pertinent instrument approach procedure forms.

(2) *Obstruction clearance and altitudes.* A minimum obstruction clearance of 300 feet will be provided 1.7 miles each side of the runway centerline extended, between the end of the runway to be used and a point 5 miles out.

(3) *Patterns.* Satisfactory patterns will be provided which will insure that the aircraft on final approach will be at least 1,000 feet above airport elevation with obstruction clearance as specified in § 609.52 (d) (1) until reaching a point 5 miles from the approach end of the runway to be used.

§ 609.56 *Precision approaches*—(a) *Definitions*—(1) *Final approach.* The term "final approach" is defined as that portion of the procedure within the maximum operational range of the precision radar equipment from the airport where the aircraft is headed inbound on the final approach course.

(2) *Final approach course.* The inbound course which approximates the direction of the runway to be utilized. Interception of the final approach course will normally be authorized at a distance not less than 5 miles from the approach end of the runway.

(3) *Straight-in approach.* For each procedure there may be one direction

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[6] Formerly known as "glide path".

from which the initial approach may become the final approach with the resulting elimination of transition patterns. This may be accomplished only if such an approach is from a reliable fix, so located within operational range of the radar equipment to the approach end of the runway to be used, so that interception of the final approach course may be effected with a divergence of normally not more than 30°.

(4) *Final aproach prior to glide slope interception.* That portion of the final approach prior to interception of the glide slope. Within the final approach zone, a minimum altitude of 1,000 feet above airport elevation and 500 feet above all obstructions will be established until interception of glide slope has been effected.

(5) *Final approach after glide slope interception (precision approach).* That portion of the final approach within the final approach area starting where glide slope has been intercepted and ending where landing is accomplished or missed approach is commenced.

(b) *Final approach procedure*—(1) *Obstruction clearance for final approach*—(i) *Approach zone.* The approach zone to instrument runways includes the approach area, approach surface, and transitional surfaces.

(ii) *Approach area.* The dimensions of the approach area to instrument runways are measured horizontally from a point 200 feet outward from the approach end of the runway.

(iii) *Length.* The approach area has a length of 50,000 feet outward along the runway centerline extended.

(iv) *Width.* The approach area is symmetrically located with respect to the extended runway centerline and has a total width of 1,000 feet at a point 200 feet outward from the approach end of the runway. The approach area flares uniformly to a total width of 4,000 feet at the end of the 10,000-foot section and to a total width of 16,000 feet at the end of the additional 40,000-foot section.

(v) *Approach surface.* The approach surface is an inclined surface located directly above the approach area.

(vi) *Slope.* The slope of the approach surface along the runway centerline extended is fifty to one (50:1) for the inner 10,000-foot section and forty to one (40:1) for the outer 40,000-foot section.

(vii) *Minimum obstruction clearance for final approach.* For that part of the approach from the interception of the glide slope by the aircraft, the minimum obstruction clearance is that obtained between the two and one-half degree glide slope passing through a point 12 feet above and 500 feet inward from the approach end of the runway, and the fifty to one (50:1) and forty to one (40:1) approach surface slope defined in subdivision (vi)[7] of this subparagraph. Obstruction clearance in excess of 500 feet is not required.

(2) *Criteria.* The minimum clearance in feet is a function of the distance D outward from the point at which the glide slope intercepts the runway at zero altitude as follows:

(i) For D less than 10,950 feet, minimum clearance $0.02366D+20$ feet.

(ii) For D between 10,950 feet and 4.34 miles, minimum clearance $0.01866D+75$ feet.

Example. If an obstruction is 10,250 feet from the glide slope intersection with a runway, formula (i) would apply and the minimum clearance above the obstruction $=(10{,}250' \times 0.02366)+20=263'$.

It should be noted that the criteria provide a minimum clearance of approximately 500 feet at 4.34 miles from the runway intersection with a gradually reduced clearance from that point inward. This clearance is a minimum requirement. However, a greater clearance may be necessary due to terrain features adjacent to the approach area of the instrument runway or peculiarities of the installation which are revealed by flight checks.

(3) *Glide slope setting.* (i) Where the minimum obstruction clearance can be obtained in the approach area and adjacent transitional surfaces inward from the point of interception with the controller's glide slope, the glide slope will be set to the normal optimum setting of two and one-half to two and three-fourths degrees. This will result in obtaining the desirable interception of the glide slope at a point approximately 200 feet above and 4,250 feet outward from the runway intersection point.

(ii) Where terrain and obstruction clearances more than that established by the criteria can be provided, the glide slope may be set at a lesser angle. The minimum glide slope angle will be 2°.

(iii) When necessary to obtain the minimum obstruction clearance, the glide slope will be raised to an angle of 3°. Angles greater than 3° will not be used without approval for deviation. Where the minimum obstruction clearance cannot be obtained with the 3° glide slope angle and the length of the runway permits, consideration will be given to locating the point at which the glide slope intercepts the runway inward from the standard location at a distance necessary to obtain the specified minimum clearance. When possible, the precision glide slope will be identical to the ILS if they both serve the same runway.

(4) *Adjustment of ceiling minimums for obstruction clearance.* When minimum obstruction clearance cannot be obtained with a 3° glide slope angle and the length of the runway does not permit a compensating adjustment, consideration will be given to establishing ceiling minimums which will afford comparable safety. In this event, the ceiling minimums will be determined by application of the following formula to all obstructions projecting above the established slope line and located in the approach area within a distance of 4.34 miles outward from the end of the runway.

(i) *Formula.* A line will be extended horizontally outward from the top of each obstruction and parallel with the runway centerline to a point of intersection with the established slope line, and from that point a line will be extended vertically to a point of intersection with the glide slope. The point of intersection at the highest level of the glide slope as established by the foregoing formula will determine the minimum ceiling that may be considered.

§ 609.57 *Missed approaches.* The missed approach criteria contained in § 609.15 will apply.

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[7] This is the condition when the glide slope extended inward and downward from the point 12 feet above and 500 feet inward from the approach end of the runway intersects the runway at zero altitude 750 feet inward from the approach end of the runway.

SUBPART C—PROCEDURES AND WEATHER MINIMUMS

§ 609.100 Low or medium frequency range, automatic direction finding, and very high frequency omnirange procedures--(a) Low or medium frequency range procedures.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Aberdeen VOR	ABR-LFR	246-2.2	2400	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-35			
				d	400-1	400-1	400-1
				n	400-1	400-1	400-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs 162 outbnd, 342 inbnd 2400' within 10 miles
Minimum Altitude over facility on final approach crs, 1900'.
Crs and distance, facility to airport, 342-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 2800' on N crs within 20 miles
Major Changes: 65 K or less circling minima lowered

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Aberdeen, S.D.	Aberdeen 1300'	SBRAZ ABR	1, Amdt 10 6 Aug 55	9, 11 June 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Abilene VOR	ABI-LFR	083-9.2	3100	T-dn	300-1	300-1	200-½
Phantom Hill Int (Final)	ABI-LFR	181-8.5	2400	C-dn	400-1	500-1	600-1½
				S-dn 17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side N crs, 001 Outbnd, 181 Inbnd, 3100 within 10 miles (non-standard due ATC)
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport, 171-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 miles, climb to 3800 on 8 crs within 20 miles
CAUTION: 2778&MSL radio tower 9 miles S of airport
Major Changes: Raise procedure turn altitude and reverse direction. Change Airport name from New Abilene

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Abilene, Tex	Municipal 1778'	SBRAZ ABI	1, Amdt 2 24 Dec 55	1, 2 Jul 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
AKO-VOR	AKO-LFR	334-0.7	6000	T-dn	300-1		
				C-dn	500-1½		
				A-dn	800-2		

Procedure turn W side N crs, 334 Outbnd, 154 Inbnd, 6000' within 10 miles
Minimum Altitude over facility on final approach crs, 5500'
Crs and distance, facility to airport, 154-3.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.1 mi, climb to 6000' on S crs AKO-LFR within 20 mi
NOTE: Turf field - rough - heavy aircraft use with caution (not authorized for air carrier use)

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Akron, Colo	CAA Int Field 4585'	SBMRAZ AKO	1, Orig 8 Sep 56	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	400-1	400-1	400-1
				C-d	600-1	600-1½	700-1½
				C-n	600-1½	600-1½	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side S crs, 201 Outbnd, 021 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 077-0.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.2 miles, climb to 2500 on N crs of Akron LFR within 10 miles
NOTE: Procedure turn conducted west to avoid traffic at Akron, Canton, Ohio
Major Changes: Procedure turn altitude revised. Missed approach distance revised - nautical miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Akron, Ohio	Akron Airport 1051'	SBMRLZ AKR	1, Amdt. 4 11 Aug 55	3 12 Nov 54

Albany VOR	ABY-LFR	126-8.2	1600'	T-dn	300-1	300-1	*300-1
				C-dn	500-1	500-1½	
				S-dn-27	500-1	500-1	
				A-dn	800-2	800-2	800-2

*200½ Runway 3-21 only.

Procedure turn N side, E crs, 090 Outbnd, 270 Inbnd, 1400' within 10 mi.
Minimum Altitude over facility on final approach crs, 1200'.
Crs and distance, facility to airport 270-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 mi climb to 1500' on W crs within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albany, Ga	Municipal 196'	SBMRAZ ABY	1, Amdt 8 21 Jul 54	7 2 Feb 54

				T-dn	400-1	400-1	400-1
				C-dn	700-1	700-1½	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 290 Outbnd, 110 Inbnd, 2500 within 10 miles
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 077-0.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.2 miles, climb to 2500' on N crs of Akron LFR within 10 miles
Major Changes: Nautical miles; missed approach distance revised

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Akron, Ohio	Akron Airport 1051'	SBMRLZ AKR	2, Amdt 1 11 Aug 56	Orig 12 Nov 54

Saratoga Springs FM	ALB-LFR	208-21	1800	*T-dn	300-1	300-1	200-½
Round Lake FM (Final)	ALB-LFR	208-8.6	1100	C-dn	500-1	600-1	600-1½
Grafton FM	ALB-LFR	293-17	3000	S-dn -19	#400-1	#400-1	#400-1
Coxsackie FM	ALB-LFR	015-25	2200	A-dn	800-2	800-2	800-2
Delmar FM	ALB-LFR	015-7.7	1800				
Schenectady FM	ALB-LFR	113-7.9	1800				

Procedure turn W side N crs, 028 Outbnd, 208 Inbnd, 1800' within 10 miles
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 195-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 miles, climb to 1000' on S crs. Make right climbing turn and proceed out W crs climbing to 3000'
or (when directed by ATC) climb to 5000' on S crs.
CAUTION: #Standard obstruction clearance not provided over 530' obstruction towers 1½ miles NW of airport
*300-1 required for all take-offs on Runways 10,28, 15 and 33
Major Changes: Caution note revised. Revised format for minimums. Notes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albany, N Y	Albany Airport 288'	SBRAZ ALB	1, Amdt 4 21 Apr 1956	3 1 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Saratoga Springs FM	ALB-LFR	208-21	1800'	T-dn	300-1	300-1	200-½
Grafton FM	ALB-LFR	293-17	3000'	C-dn	500-1	600-1	600-1½
Coxsackie FM (Final)	ALB-LFR	015-17.3	1700'	S-dn 1	500-1	500-1	500-1
Schenectady FM	ALB-LFR	113-7.9	1800'	A-dn	800-2	800-2	800-2

300-1 required for all takeoffs on Runways 10, 28, 15 and 33.

Procedure turn E side S crs, 195 Outbnd, 015 Inbnd, 2200' within 10 miles of Delmar FM.
Minimum Altitude over facility on final approach crs, 1700' (over Delmar FM)
Crs and distance, facility to airport, 015-4.7 (from Delmar FM)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles after passing Delmar FM, climb to 3000' on N crs within 20 miles or (when directed by ATC), climb to 3000' on W crs, Albany LFR within 20 miles. Distance for final approach from Coxsackie FM exceeds standard.
Major Changes: Revised format for minimums. Air Carrier notes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albany, N.Y.	Albany Airport 288'	SBRAZ ALB	2, Amdt 4 21 Apr 56	3 1 Apr 54

Alameda "H"	ABQ-LFR	159-12.0	6500	T-dn	300-1	300-1	200-½
Peralta FM (Final)	ABQ-LFR	355-10.5	6000	C-dn	400-1	500-1	500-1½
VOR	ABQ-LFR	099-9.6	8000	S-dn-R-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side S crs, 175 Outbnd, 355 Inbnd, 7000' within 10 mi (W side due to high terrain E side.)
Minimum Altitude over facility on final approach crs, 6000'
Crs and distance, facility to airport, 355-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 mi, climb to 8000' on N crs within 20 mi of ABQ LFR.
CAUTION: Terrain exceeding 8000' in E Quadrant, make all turns on W side of crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albuquerque N Mex	Kirtland 5330' AFB/MUN	SBRAZ ABQ	1, Amdt 6 6 Jul 54	5 17 Jul 51

Alexandria VOR	AXN-LFR	233-7.4	2600'	T-dn	300-1	300-1	200-½
				C-d	600-1½	600-1½	600-1½
				C-n	600-2	600-2	600-2
				S-d	600-1½	600-1½	600-1½
				S-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 006 Outbnd, 136 Inbnd, 2600' within 10 miles.
Minimum Altitude over facility on final approach crs, 2100'.
Crs and distance, facility to airport, 186-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 miles, climb to 2600' on S crs (186 degrees) within 10 miles. (not approved for ADF approach)
CAUTION: Tank 1585' MSL located to left of crs after passing low cone: Radio tower 1573' located 1½ miles SW of LFR. Radio tower 1555' MSL located 1 mile east of airport.
NOTE: This procedure not approved for ADF approach.
Major Changes: Frequency deleted item 1. MEA all directions deleted. Transition added from VOR. Item 5 distance revised to 10 miles in accordance with criteria. New format used.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Alexandria, Minn.	Municipal Airport 1425'	BMLZ AXN	1, Amdt 6 27 Aug 55	5 15 Aug 53

San Diego FM MHW (Final)	ALI-LFR	073-8.6	1000'	T-D	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½
				A-d	800-2	800-2	800-2

Procedure turn S side W crs, 253 Outbnd, 073 Inbnd, 1500 within 10 miles.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 073-3.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.1 miles turn left, climb to 1600 on N (334) crs within 20 miles.
CAUTION: 450' radio tower 3.7 miles NW, 580' radio tower 5.7 miles NW.
Major Changes: Delete night authority.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Alice, Tex	Municipal 178'	SBRAZ ALI	1, Amdt 5 7 Jul 56	4 12 Feb 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Allentown VOR	ABL-LFR	156-1.9	2500	T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n*	500-1	600-1½	600-2
				A-dn	800-2	800-2	800-2

*Night landings on runways 1-19, 14-32, and 9-27 authorized only when flare pots or associated flood lights are used.

Procedure turn E side NE crs, 060 Outbnd, 240 Inbnd, 2600' within 10 mi (conducted E to avoid obstructions W of NE crs)
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 193-2.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 mi, climb to 2500' on SW crs within 10 mi.
CAUTION: 1600' terrain on N side NE crs. Do not descend below procedure turn altitude until inbnd on NE crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Allentown, Pa	Allentown- 392' Bethlehem-Easton Airport	SBMRAZ ABL	1, Amdt 3 1 Apr 54	2 1 Feb 53

Alma VOR	AMG-LFR	324-2.3	1400	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn 15	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side crs, 319 Outbnd, 139 Inbnd, 1400 within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 144-2.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 mi, climb to 1500' on SE crs within 2.0 mi.
NOTE: Air Carrier use N.A. due airport condition.
Major Changes: Add transition. Delete air carrier authority.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Alma, Ga	Alma 200'	SBRAZ AMG	1, Amdt 4 10 Sep 55	3 14 Nov 54

				T-dn	1000-1	1000-1	1000-1
				C-d	1000-1	1000-2	1000-2
				C-n	1000-2	1000-3	1000-3
				A-dn	1500-2	1500-3	1500-3

Procedure turn W side N crs, 023 Outbnd, 203 Inbnd, 3500 within 10 mi.
Minimum Altitude over facility on final approach crs, 3100'
Crs and distance, facility to airport, 199-1.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.3 mi, climb to 4500' on S crs Altoona LFR within 10 mi.
AIR CARRIER NOTES: Reductions in visibility not authorized below one mile for 65 K or less aircraft; not authorized below two mi for aircraft of more than 65 K.
Major Changes: Revises missed approach altitude to conform to MEA. Reduces procedure turn altitude. Changes city name to Altoona to avoid confusion with Martinsburg, W Va.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Altoona, Martinsburg, Pa	Blair County 1493'	SBMRAZ AOO	1, Amdt 5, 11 Jun 55	4 1 Apr 54

Amarillo VOR	AMA-LFR	222-6.1	4700	T-dn	300-1	300-1	200-½
Soncy Int (Final)	AMA-LFR	077-4.0	4500	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of W crs, 257 Outbnd, 077 Inbnd, 5000 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 4500'
Crs and distance, facility to airport, 077-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 mi, climb to 4700' on E crs or when directed by ATC turn right and climb to 5000' on SW crs within 20 mi.
Major Changes: New format

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Amarillo, Tex	Air Terminal 3604'	SBRAZ AMA	1, Amdt 8 30 Jul 55	7 23 Aug 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Amarillo VOR	Amarillo LFR	222-7.0	4700	T-dn	300-1	300-1	200-½
Conway Int	Amarillo Int (Final)	257-9.6	4200	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of E crs, 077 Outbnd, 257 Inbnd, 4700' within 10 mi. Beyond 10 mi NA
Minimum Altitude over facility on final approach crs, Amarillo Int * 4200'.
Crs and distance facility to airport 257-4.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi climb to 5000' on W crs or when directed by ATC turn right and climb to 4800' on N crs within 25 mi.
*Amarillo Int is Int E crs Amarillo LFR and Rad. 147 AMA-VOR
NOTE: Procedure authorized only for aircraft equipped to receive Amarillo LFR and Amarillo VOR simultaneously.
Major Changes: Added VOR Radial to identify Amarillo Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Amarillo, Tex	Air Terminal 3604	SBRAZ AMA	2 Amdt 8 14 Jan 1956	7 30 Jul 1955

Delta Island Int	ANC-LFR	065-15	1500	T-dn	300-1	300-1	200-½
LOM	ANC-LFR	086-6.5	1500	C-dn	500-1	500-1	500-1½
Merrill LFR	ANC-LFR	196-7	1500	S-dn-31	400-1	400-1	400-1
Turnagain Int (Final) (Int SW crs Anchorage LFR and 302° bearing to ANC-LOM)	ANC-LFR	003-4.5	800	A-dn	800-2	800-2	800-2

Procedure turn W side SW crs, 183 Outbnd, 003 Inbnd 1500' within 10 mi. (non-standard)
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 314-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 mi climb to 1500' on SW crs Anchorage LFR within 20 mi.
Alternate Missed Approach Procedures when Directed by ATC
1. Climb to 1500' proceeding direct to Anchorage LOM, thence on crs of 244° outbnd, 064° inbnd within 20 mi.
2. Climb to 1500' on NW crs Anchorage LFR (305°) to hold at Susitna Int.
3. Climb to 2500' on NW crs Merrill LFR (326°) within 20 mi.
Note: Radar transition within 25 nautical mi of ASR station as directed by ATC
CAUTION: 346' hill 1.6 mi SW of airport and 1.3 mi W of final approach between facility and airport.
Major Changes: Relocation of Anchorage LFR and realignment of crs. New format

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Anchorage, Alaska	Anchorage Int 113'	SBRAZ ANC	1 Amdt 5 24 Nov 1956	4 5 May 1956

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

NOTE: Instrument Approach to be conducted in accordance with Standard Instrument Approach Procedure USAF, as contained on current chart AL-1196-RNG.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Anchorage, Alaska	Elmendorf 212' AF Base	SBRAZ ANC	1 Amdt 9 26 Jan 57	8 12 Nov 55

Delta Island Int	ANC-LFR	065°-15	1500	T-dn	300-1	300-1	300-1
LOM	ANC-LFR	086°-6.5	1500	C-dn	500-1	500-1	500-1½
Merrill LFR	ANC-LFR	196°-7	1500'	A-dn	800-2	800-2	800-2
Turnagain Int (Final)(Int SW crs ANC-LFR and 302° bearing to ANC-LOM)	ANC-LFR	003°-4.5	800'				

Procedure turn W side SW crs, 183° Outbnd, 003° Inbnd, 1500' within 10 mi (non-standard)
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 006°-6.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.2 miles: climb to 1500' on NW crs (305°) Anchorage LFR to Susitna Intersection.
Alternate Missed Approach Procedures when Directed by ATC
1. Climb to 1500' proceeding direct to Anchorage LOM, thence on crs of 244° outbnd, 064° inbnd, within 20 mi
2. Climb to 1500' on NW crs Anchorage LFR (305°) to hold at Susitna Int
3. Climb to 2500' on NW crs Merrill LFR (326°) within 20 mi
CAUTION: Mountains 8 mi E and TV Tower 348' MSL 1 mile W NW of airport.
Major Changes: 1. Relocation of Anchorage LFR and realignment of crs. 2. New format

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Anchorage, Alaska	Merrill Field 139'	SBRAZ ANC	1, Amdt 8 24 Nov 1956	7 3 Nov 1956

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less.	More Than 65 Knots	
				T-dn-28	500-1	500-1	500-1½
				T-dn-10	300-1	300-1	300-1
				C-dn	700-1	700-1	700-1½
				S-dn-10	700-1	700-1	700-1½
				A-dn	900-2	900-2	900-2

Procedure turn S side SW crs, 209 Outbnd, 029 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport 085-1.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.4 mi turn right immediately, climb to 2300' on SW crs (209°) within 20 mi.
NOTE: This procedure not approved for ADF approach.
Major Changes: 1. New Format 2. Departure Procedure deleted

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Aniak, Alaska	Aniak 86'	BMRLZ ANI	1, Amdt 4 2 Jul 55	3 15 Apr 54

				T-dn	*300-1	*300-1	*200-½
				C-dn	700-1½	700-2	700-2
				A-dn	800-2	800-2	800-2

*Runway 2: Td 600-1; Tn NA. Runway 2-20 unlighted. Turn left immediately after take-off Runway 2.

Procedure turn W side of S crs, 141° Outbnd, 321° Inbnd to 1500' within 10 mi (non-standard for more favorable terrain)
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 123°-1.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi after passing Annette LFR turn left, climb to 2800' on S crs of Annette LFR within 20 mi.
CAUTION: Mountainous terrain to 2900' 3½ mi NE 3600' 6 mi NE 1000' contour within 2 mi of airport N thru E.
Major Changes: 1. Minimums revised upward for circling to agree with criteria and missed approach. 2. Straight-in minima omitted, not applicable.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Annette, Alaska	Annette Airport 119'	SBRAZ ANN	1, Amdt 8, 29 Oct 55	7 19 May 55

Int W crs FJS (LFR) and radial 003° FOT (VOR)	ACV-LFR	184-30.0	6000	T-dn	300-1	300-1	300-1
				C-dn	500-2	500-2	500-2
FOT VOR	ACV-LFR	358-16.0	2000	A-dn	1000-2	1000-2	1000-2
Int W crs ACV (LFR) and radial 341° FOT (VOR)	ACV-LFR	094-5.6	1500				

Approaches from all other directions must be made on top with tops not above 10,000 MSL.

Procedure turn S side W crs, 274 Outbnd, 094 Inbnd, 1500 within 10 mi, beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 001-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, make left turn, climb to 3000' or on top, on W crs of ACV LFR within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Arcata, Calif	Arcata Airport 217'	SBMRLZ ACV	1, Amdt 5 16 Aug 54	4 17 Mar 54

Atlanta VOR	**ATL-LFR**	**Direct**	**2100**	**T-dn**	**300-1**	**300-1**	**200-½**
Stone Mt. FM	**ATL-LFR**	**Direct**	**2200**	**C-dn**	**400-1**	**500-1**	**500-1½**
Lost Mountain RBn	**ATL-LFR**	**Direct**	**2800**	**S-dn-33**	**400-1**	**400-1**	**400-1**
				A-dn	**800-2**	**800-2**	**800-2**

Procedure turn E side SE crs, 144 Outbnd, 324 Inbnd, 2200' within 10 mi.
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 314-1.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.3 mi turn left, climb on SW crs Atlanta LFR to 2000' within 20 mi.
CAUTION: 1182' tower ¾ mi W of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Atlanta, Ga	**Atlanta 1024'**	**SBRAZ ATL**	**1, Amdt 12, 9 Feb 57**	**11 12 Nov 54**

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Augusta VOR	AGS-LFR	153-6.9	1800	T-dn	300-1	300-1	*200-½
				C-dn	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

* 300-1 required on Runway 26.

Procedure turn N side of W crs, 276 Outbnd, 096 Inbnd, 1600' within 10 mi. (non-std due to Camp Gordon danger area 2.5 mi S of final approach crs)
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 130-6.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.5 mi, turn right, climb to 1500' on S crs within 20 mi.
CAUTION: Radio towers 786 MSL 5.0 mi. NNW AGS LFR. Prohibited area 4 mi E of Bush Field.
Major Changes: Raise landing minima.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Augusta, Ga	Bush Field 142	SBRAZ AGS	1, Amdt 1 25 Feb 56	Orig 25 Jun 54

Augusta VOR	AUG-LFR	256-2.0	1700	T-d	400-1	400-1	400-1
				T-n	500-1	500-1	500-1
				C-d	600-1	600-1	600-1½
				C-n	600-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 226 Outbnd, 046 Inbnd, 1800' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 080-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 mi, climb to 2500' on NE crs within 20 mi.
This procedure not approved for ADF approach.
Air Carrier NOTE: Night operations restricted to Runways 17-35.
Major Changes: Procedure turn limited to 10 mi. Transition from Augusta VOR added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Augusta, Maine	State Airport 357'	BMRLZ AUG	1, Amdt 4 23 Apr 55	3 18 June 54

Austin VOR	AUS-LFR	Direct	2000	T-dn*	300-1	300-1	200-½
				C-dn	500-1	500-1½	500-1½
				A-dn	800-2	800-2	800-2

* 300-1 on runways 3-21, 16L-34R, 12L-30R.

Procedure turn E side NW crs, 298 Outbnd, 118 Inbnd, 2500' within 10 mi.
Minimum Altitude over facility on final approach crs, Austin FM 2000' LFR 1500' #
# If Austin FM not received altitude over LFR 2000'. Caution: Tower 2049' 2.5 mi SW of crs, within FM signal zone.
Crs and distance, facility to airport, 118-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 mi, climb to 2000' on SE crs within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Austin, Texas	Mueller 631'	SBMRLZ AUS	1, Amdt 11, 9 Feb 57	10 15 Aug 54

BKE-VOR	BKE-LFR	286-1.8	7000	T-d	1000-1	1000-1	
				T-n	1000-2	1000-2	
				C-d	1700-1	1700-1	
				C-n	1700-2	1700-2	
				A-dn	1700-2	1700-2	

Procedure turn *E side NW crs, 300 Outbnd, 120 Inbnd, 9000' within 10 mi. NA beyond 10 mi.
*CAUTION: 8000' terrain 7 mi W of NW crs.
Minimum Altitude over facility on final approach crs, 5100'
Crs and distance, facility to airport, 111-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0, turn left and climb to 9000' on NW crs within 13 mi of BKE-LFR.
NOTE: Shuttle to 8000' on SE crs within 10 mi of BKE-LFR. All turns on E side of crs.
AIR CARRIER NOTE: Sliding scale not applicable at night.
Major Changes: New format; add shuttle.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Baker, Ore	Baker 3368'	SBRAZ BKE	1, Amdt 5 3 Sep 55	4 23 Aug 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Famoso FM (Final)	BFL-LFR	Direct	1600	T-dn	300-1	300-1	200-½
Bakersfield VOR	BFL-LFR	Direct	2000	C-dn	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 321 Outbnd, 141 Inbnd, 2000' within 10 mi.
Crs and distance, facility to airport, 141-1.7.
Minimum Altitude over facility on final approach crs, 1600'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 mi, turn right (w) and climb to 3000' on NW crs within 25 mi, or, when directed by ATC; climb to 2000' on the SW crs within 15 mi.
NOTE: Take-offs and landings runway 7-25 NA. Night take-offs runway 16 NA. Night landings runway 34 NA.
CAUTION: Numerous unlighted TV receiving antennas in approach areas to runways 25-30-34.
Standard clearance on procedure turn not provided over 1050' obstruction 4 mi NW of range.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bakersfield, Calif	Kern County 515'	SBMRAZ BFL	1, Amdt 5 6 Aug 55	4 18 Nov 53

Severna Park (Final)	BAL-LFR	014-7	800	T-dn	300-1	300-1	200-½
BAL-VOR	BAL-LFR	097-6.6	1500	C-dn	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn W side S crs, 194 Outbnd, 014 Inbnd, 1500' within 10 mi (non-standard to avoid Aberdeen danger area)
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 259-6.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, climb to 2000' on N crs within 20 mi.

Severna Park FM (Final)	BAL-LFR	014-7	800	T-dn	300-1	300-1	200-½
				C-dn	800-1½	800-1½	800-1½
				*A-dn			

* No weather reporting service at this airport.

Procedure turn W side S crs, 194 Outbnd, 014 Inbnd, 1500' within 10 mi (non-standard to avoid Aberdeen danger area)
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 014-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 2000' on N crs within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Baltimore, Md	Harbor Airport 14'	SBMRLZ BAL	1, Amdt 5 15 May 54	4 1 Aug 51

Northfield Int	MPV-LFR	050-10	4500	T-d	800-2	800-2	800-2
				T-n	1400-2	1400-2	1400-2
				C-d	1400-2	1400-2	1400-2
				C-n	1900-3	1900-3	1900-3
				A-dn	2000-3	2000-3	2000-3

Procedure turn N side NE crs, 050 Outbnd, 230 Inbnd, 4000' within 10 mi.
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 230-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 4500' on SW crs within 10 mi.
NOTE: ADF procedure not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Barre-Montpelier Vermont	Barre-Montpelier 1149'	BMRLZ MPV	I, Amdt 2 29 Jul 54	1 14 Apr 48

Baton Rouge VOR	BTR-LFR	037-7.1	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-13-dn	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 299 Outbnd, 119 Inbnd, 1200' within 10 mi. Beyond 10 mi NA.
Crs and distance, facility to airport, 126-2.9
Minimum Altitude over facility on final approach crs, 700'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 mi, climb to 1500 on SE crs within 20 mi.
NOTE: ADF approach NA.
Major Changes: Airport name. Add transition from VOR. Raise procedure turn altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Baton Rouge, La	Ryan 70'	BMRLZ BTR	1, Amdt 6 12 Mar 55	5 1 Feb 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 183 Outbnd, 003 Inbnd, 2100' within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 003-2.9
on minimums.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 mi, climb to 2200' on N crs within 10 mi.

Major Changes: Deletes MEA information. Procedure turn distance revised. Distance to airport revised. New format

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Battle Creek, Mich	Kellogg Field 941'	SBMLZ BTL	1, Amdt 8 29 Oct 55	7 15 Aug 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Beaumont VOR	BUJ-LFR	024-6.5	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-16	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 340 Outbnd, 160 Inbnd, 1600 within 10 mi.
CAUTION: 618' MSL Radio Antenna 5 mi E of Final Approach crs.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 160-3.1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.1 mi, climb to 1400' on S crs within 20 mi.

Major Changes: Increase procedure turn altitude. Add caution note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Beaumont, Texas	Jefferson County 15'	SBMRLZ BUJ	1, Amdt 6 14 May 55	5 15 May 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
BLI-VOR	BLI-LFR	160-6.7	2000	T-dn	300-1	300-1	200-½
Int NW crs BLI VOR Radial 205 (Final)	BLI-LFR	115-4.9	1000	C-dn	600-1	600-1	600-1½
				S-dn-Ry-12	*500-1	*500-1	*500-1
				A-dn	800-2	800-2	800-2

* Circling minimums apply if Adf not utilized LFR to runway.

Procedure turn W side NW crs, 295 Outbnd, 115 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 114-2.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.6 mi, turn right, climb to 1500' on NW crs BLI-LFR within 20 mi.

Major Changes: Correct bearings and distances; standardize landing minimums, add straight-in note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bellingham, Wash	Bellingham 158'	SBRAZ BLI	1, Amdt 8 27 Oct 56	7 25 Dec 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-30	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side SE crs, 108 Outbnd, 288 Inbnd, 1600' within 10 mi.
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 298-2.1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 mi, turn right, climb at 2300' on NE crs within 20 mi.

Major Changes: Shuttle eliminated

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bethel, Alaska	Bethel Airport 9'	SBRAZ BET	1, Amdt 3 2 Apr 55	2 31 Mar 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Long Beach Int (Final)	HEM-LFR	040-12.3	800	T-dn	300-1	300-1	200-½
Radar terminal area transitions all directions	HEM-LFR	within 25 mi of IDL	3000	C-dn	500-1	600-1	600-1½
Radar terminal area transitions E of NE-SW crs Laguardia LFR	HEM-LFR	within 15 mi of IDL	1500	A-dn	800-2	800-2	800-2

Radar transition utilizing Idlewild surveillance radar.

Procedure turn E side SW crs, 220 Outbnd, 040 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 046-3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3 mi, make a right climbing turn to 2500' (or higher altitude when directed by ATC) and return to Mitchel LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bethpage, N Y	Grumman Airport 119'	SMBRAZ HEM	1, Amdt 1 1 Jul 54	Orig 15 May 54

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				*T-dn	300-1	300-1	300-1
				C-dn	700-1½	700-1½	700-2
				A-dn	1000-3	1000-3	1000-3

* Take-off runway 1, N, 500-2 day and night. Right turn after take-off runway 1 not authorized.

Procedure turn W side SE crs, 128 Outbnd, 308 Inbnd, 2000' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport 003-1.2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.2 mi, turn left immediately, climb to 4000' on SE crs Bettles LFR within 20 mi.
CAUTION: 1000' terrain 2 mi N-NE, 2000' hills 5 mi E, 3000' hills 7 mi E, 2000' 9 mi W of airport.
SHUTTLE: SE crs, 128 Outbnd, 308 Inbnd, 4000' within 20 mi.
AIR CARRIER NOTE: Sliding scale not applicable.
Major Changes: New format. Departure procedure deleted. Runway headings corrected. Air carrier note added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bettles, Alaska	Bettles 665'	SBRAZ BTT	1, Amdt 4 21 Jan 56	3 31 Mar 54

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 293 Outbnd, 113 Inbnd, 3000' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport 179-1.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 mi, climb to 4400' on SE crs. Big Delta LFR within 20 mi.
CAUTION: 5200' mountains 9 mi W of SE crs 18 mi from airport.
SHUTTLE: 4400' on E side of SE crs, 090 Outbnd, 270 Inbnd within 20 mi.
Major Changes: Procedure turn altitude added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Big Delta, Alaska	Big Delta 1266'	SBRAZ BIG	1, Amdt 5 17 Mar 56	4 18 Feb 55

Nibbe FM	BIL-LFR (Final)	Direct	4500	T-dn	300-1	300-1	200-½
Park City FM	BIL-LFR	Direct	5200	C-dn	400-1	500-1	500-1½
BIL VOR	BIL-LFR	Direct	5200	A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 054 Outbnd, 234 Inbnd, 5200' within 10 mi.
Minimum Altitude over facility on final approach crs, 4500'
Crs and distance, facility to Rny-25, 238° - 1.3 mi

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.3 mi, climb to 5500' on W crs within 15 mi of BIL LFR.
NOTE: Standard clearance not provided on final approach crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Billings, Mont	Municipal 3612'	SBRAZ BIL	1, Amdt 7 19 Jan 57	6 26 Nov 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Birmingham VOR	BHM-LFR	Direct	2000	T-dn	300-1	300-1	*300-1
Bradford FM	BHM-LFR (Final)	Direct	1700	C-dn	800-1	900-1	900-1½
Eden FM	BHM-LFR	Direct	2600	A-dn	1000-2	1000-2	1000-2

* 200-½ authorized Rny 23 only.

Procedure turn W side N crs, 358 Outbnd, 178 Inbnd, 2500' within 10 mi.
Minimum altitude over Bradford FM on final approach course, 2000' ; over BHM 1700' (If Bradford FM not received, descent below 2000' NA.)
Crs and distance, facility to airport, 178-2.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.6 mi, climb to 2600' on S crs within 20 mi.
AIR CARRIER NOTE: No reduction in minimums authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Birmingham, Ala	Municipal 643'	SBRAZ BHM	1, Amdt 7 9 Feb 57	6 22 Apr 54

Bismarck VOR	BIS-LFR	Direct	3000	T-dn	300-1	300-1	*200-½
				C-d	500-1	500-1	500-1½
				C-n	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

* 300-1 required on runways 2, 20, 8, 26, 35 and 17.

Procedure turn S side E crs, 071 Outbnd, 251 Inbnd, 3400' within 10 mi.
Minimum Altitude over facility on final approach crs, 2900'
Crs and distance, facility to airport, 256-2.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 mi, climb to 3800' on W crs to within 20 mi.
CAUTION: Towers 1800' and 1756' MSL 2 mi N and 0.5 mi S respectively from airport. Tower 2413' MSL 9½ mi NE of airport. Tower 2082' MSL 3 mi. N NW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bismarck N D	Municipal 1653'	SBRAZ BIS	1, Amdt 6 28 May 55	5 15 Aug 53

Blythe VOR	BLH-LFR	Direct	5000	T-d	500-1	500-1	500-1
				T-n	800-2	800-2	800-2
				C-dn	800-2	800-2	800-2
				A-dn	800-2	800-2	800-2

Procedure turn W side S crs, 165 Outbnd, 345 Inbnd, 2000' within 10 mi.
CAUTION: 1800' terrain 9 mi W of approach crs 5 mi SSW VOR.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 266°-3.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, make 180 left turn, climb to 5000 on S crs within 20 mi of LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Blythe, Calif	Municipal 397'	SBMRAZ BLH	1, Amdt 4 12 Feb 55	3 16 Aug 54

Boise VOR	BOI-LFR	073-1.8	3800	*T-dn	300-1	300-1	200-½
Eagle FM (Final)	BOI-LFR	122-10.0	3800	C-d	500-1	500-1½	600-1½
				C-n	500-1	500-1½	700-1½
				A-dn	800-2	800-2	800-2

* 300-1 minimum for runway 16-34.

Procedure turn W side NW crs, 301 Outbnd, 121 Inbnd, 4000' within 10 mi.
Minimum Altitude over facility on final approach crs, 3800'
Crs and distance, facility to airport, 116-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 mi, turn right, climb to 4000' on crs, 302 Outbnd, 122 Inbnd within 10 mi of LFR.
Standard clearance not provided on procedure turn 3305' MSL terrain 4 mi NE of NW crs, 5½ mi N of range station.
Major Changes: Lower Convair and Martin minimums to 500-1½; Lower DC-3 minimums to 500-1; change procedure to new form; Delete reference beyond 10 mi for procedure turn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Boise, Idaho	Boise Air Terminal 2858'	SBRAZ BOI	1, Amdt 5 12 Feb 55	4 29 Jan 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Peabody FM (Final)	BOS-LFR	211-7.8	800	T-dn	300-1	300-1	200-½
				C-dn	*500-1	600-1½	600-1½
				S-dn 22L	#400-1		
				A-dn	800-2	800-2	800-2

* 600-1 required when circling W of airport

# 1000' per min required, but runway is 10, 012' long.

Procedure turn W side of Crs, 031 Outbnd, 211 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 234-1.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.0 mi make a climbing left turn to 1500' on E crs of Boston LFR, or (when directed by ATC) climb to 1800' on SW crs of Boston LFR within 10 mi.
NOTE: Procedure turn does not provide standard clearance over 607' tower 6 mi W-NW of Boston LFR. Circling minimums do not provide standard clearance over 370' stack 1.2 mi SW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Boston, Mass	Logan Airport 19'	SBRAZ BOS	1, Amdt 5 8 Jul 54	4 1 Feb 53

Int N crs BNA-LFR & W crs BWG	BWG-LFR	096-34	2000	T-dn	300-1	300-1	300-1
BWG-VOR	BWG-LFR	084-4.3	1800	C-d	600-1	600-1	600-1½
				C-n	600-1½	600-1½	600-1½
				S-d	400-1	400-1	400-1
				S-n -29	400-1½	400-1½	400-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side SE crs, 116 Outbnd, 296 Inbnd, 1900' within 10 miles
Minimum Altitude over facility on final approach crs, 1400
Crs and distance, facility to airport, 296-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 miles, climb to 2000' on W crs within 20 miles.
AIR CARRIER NOTES: 1. Sliding scale N.A. 2. No reduction in landing visibility minimum auth for local cond.
3. No reduction in take-off minimum authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bowling Green	Warren County 540'	SBRMA BWG	1, Amdt 5 1 Apr 54	4 30 Nov 51

BZN-VOR	BZN-LFR	145-1.3	6000	T-d	1000-1	1000-1	1000-1
				T-n	1000-2	1000-2	1000-2
				C-d	1500-1	1500-1	1500-2
				C-n	1500-2	1500-2	1500-3
				A-d	1500-2	1500-2	1500-2
				A-n	1500-2	1500-2	1500-3

Procedure turn W side S crs, 140° Outbnd, 320° Inbnd, 8500' within 10 miles. NA beyond 10 miles. (Non-standard due to terrain.)
Minimum Altitude over facility on final approach crs, 6000.
Crs and distance, facility to airport, 318-1.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.0 miles, turn left climb to 9000' on W crs within 20 miles of BZN-LFR.
Major Changes: New Format. Minor distances and crs correction, column #3 and facility to airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bozeman, Mont.	Gallatin Field	SBMRAZ BZN	1, Amdt 5 3 Sep 1955	4 16 Aug 54

				T-dn	300-1	300-1	200-½
				*C-dn	500-1	500-1	500-1½
				*S-d-24	400-1	400-1	400-1
				*S-n-24	400-1	400-1	400-1½
				A-dn	800-2	800-2	800-2

*CAUTION: Standard clearance not provided over 362° stacks 1½ mi W of range.

Procedure turn N side NE crs, 052 Outbnd, 232 Inbnd, 1500' within 10 miles
Minimum Altitude over facility on final approach crs 1000
Crs and distance, facility to airport, 232-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 miles, climb to 1500' on SW crs within 20 miles.
NOTE: ADF approach not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bridgeport,Conn.	Bridgeport Airport 9'	MRLWZ BDR	1, Amdt 6 15 May 1954	5 10 Mar 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Bay Int LFR (Final)	Stanne Int-LFR	052-6	1000	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-6	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn NA
Minimum Altitude over facility on final approach crs, over Stanne Int* 1000#
#Descent to landing minimums authorized after Stanne Int.
Crs and distance, facility to airport, from Stanne Int* 052-4
*Procedure No 2 uses Stanne int 135° radial ILT VOR & SW crs BDR LFR
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4 mi after passing Stanne Int*, climb direct to the Bridgeport LFR at 1500'.
NOTE: ADF approach not authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bridgeport, Conn.	Bridgeport Airport 9'	MRLWZ BDR	2*, Orig 29 Sep 1956	None

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Bristol Int (Final)	TRI-LFR	245-8.9	2600	T-dn	300-1	300-1	300-1
Tri-City VOR	TRI-LFR	290-10.8	5500	C-d	700-1	800-1	800-1½
Hilton Int	TRI-LFR	147-15.2	4200	C-n	700-1½	800-1½	800-2
Yuma Int	TRI-LFR	111-18.7	3400	S-d-27	500-1	800-1	800-1½
				S-n-27	500-1	800-1½	800-2
				A-dn	1000-2	1000-2	1000-2

Procedure turn N side NE crs, 065 Outbnd, 245 Inbnd, 3600 within 10 mi, beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 2600
Crs and distance, facility to airport, 252-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 miles, climb to 5000 on SW crs within 20 mi.
AIR CARRIER NOTES: No reduction in landing minimums authorized.
Major Changes: Adds transitions from Yuma and Hilton Intersections.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bristol, Johnson City, Kingsport Tenn	Tri-City 1524'	SBRAZ TRI	1, Amdt 13 22 Dec 56	12 10 Mar 56

Los Fresnos FM (Final)	BRO-LFR	154-7.6	600	T-dn	300-1	300-1	200-½
Brownsville VOR	BRO-LFR	285-3.5	1200	C-dn	400-1	500-1	500-1½
				S-dn-17R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 354 Outbnd, 154 Inbnd, 1200 within 10 miles beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 600
Crs and distance, facility to airport, 155-2.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 mi, climb to 1200 on S crs within 10 miles
CAUTION: 156' water tank 0.5 mi W of airport
Major Changes: Lowers final approach after procedure turn and from Los Fresnos FM to facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Brownsville, Texas	Rio Grande Valley International 22'	SBRAZ- BRO	1, Amdt 7 8 Jan 1955	6 1 Aug 52

Wolcottsville FM (Final)	BUF-LFR	230-10.1	1300	T-dn	300-1	300-1	200-½
E. Pembroke FM	BUF-LFR	272-15.4	1900	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 050 Outbnd, 230 Inbnd, 1800' within 10 miles
Minimum Altitude over facility on final approach crs, 1300
Crs and distance, facility to airport, 214-.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within .8 miles, climb to 2000' on SW crs, or (when directed by ATC,) climb to 2100' on W crs within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Buffalo, N.Y.	Municipal 711'	SBRAZ-BUF	1, Orig 1 Apr 1954	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less 65 Knots or Less	Two Engine or Less More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Wolcottsville FM	BUF-LFR	230-10.1	1800	T-dn	300-1	300-1	200-½
E. Pembroke FM	BUF-LFR	272-15.4	1900	C-dn	400-1	500-1	500-1½
Angola FM (Final)	Cheektowaga FM	050-17.1	*1500	S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*Do not descent below 2000' until 7 miles past Angola FM

Procedure turn S side SW crs, 230 Outbnd, 050 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500 (over Checktowaga FM)
Crs and distance, facility to airport, 055-2.3 Mi (from Cheektowaga FM)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles after passing Cheektowaga FM, climb to 2000' on NE crs or, (when directed by ATC), make right climbing turn to 2100' on E crs within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Buffalo, N.Y.	Municipal 711'	SBRAZ BUF SBRAZ CQA	2, Amdt 3 1 Apr 1954	2 17 Feb 53

Int R-331° LGB and SE crs BUR LFR	BUR-LFR	278-14.0	5000	*T-dn	300-1	300-1	300-1
				C-d	900-1½	900-1½	900-1½
Int W crs LAX LFR & S crs BUR LFR	BUR-LFR	008-19.5	5000	C-n	900-2	900-2	900-2
				S-7-d	600-1	600-1	600-1
Simi Intersection #	BUR-LFR	098-14.3	4800	n	700-1½	700-1½	700-1½
Chatsworth "H" (Final)	BUR-LFR	098-9.1	1500	A-dn	900-2	900-2	900-2

*600-1 required for all take-offs when departing via SE crs BUR LFR. 200-½ authorized for take-off on runway 25 for 4-eng aircraft only.

NOTE: Sliding scale for tops reported at Simi Intersection

Top	Ceiling
5000'	600 D-700 N
5500'	900
6000'	1300
6500'	1700
7000'	2100
7500'	2500

Procedure turn S side of NW crs, 278° Outbnd, 098° Inbnd, (On top not below 5000' within 10 mi NW of Chatsworth HW #)
#After procedure turn or after leaving Simi Int cross Chatsworth RBN in-bound not below 4800'. All approaches must be started from on top. Apply sliding scale.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 094-2.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.3 miles, climb to 5000' on SE course.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burbank, Calif	Lockheed Air Terminal 764'	SBML BUR	1, Amdt 5 10 Nov 56	4 23 Apr 55

(Panel 1)(See Panel 2)

Burbank, Calif Lockheed Air Terminal (continued from Panel 1)

Alternate Missed Approach: When directed by ATC, climb to 3000' on SE crs, then make 180° right turn continuing climb to 5000' homing on the BUR-LFR and hold on the LFR in a non-standard 2 minute pattern on the SE crs.
CAUTION: Terrain above flight altitude paralleling final approach on the North.
Major Changes: Conversion to nautical miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burbank, Calif.	Lockheed Air Terminal 764'	BUR LFR	1, Amdt 5 10 Nov 56	4 23 Apr 55

Burley VOR	BYI-LFR	074-5.9	6000	T-d	500-1		
				T-n	500-2		
				C-d	600-1		
				C-n	600-2		
				A-dn	800-2		

Procedure turn W side NE crs, 006 Outbnd, 186 Inbnd, 6000' within 10 miles.
Minimum Altitude over facility on final approach crs, 5100'
Crs and distance, facility to airport, 198-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles turn right climb to 7000' on W crs BYI-LFR within 20 miles.
Major Changes: New Format. Delete Deviation Note. Lower initial approach from BYI VOR and minor corrections to bearings & distance.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burley, Idaho	Burley Municipal 4150	SBRAZ BYI	1, Amdt 5 25 Dec 1954	4 29 Jan 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Grand Isle FM (Final)	BTV-LFR	169-13	1000	T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				S-dn-15*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*CAUTION: Standard clearance not provided over obstructions (525'&635') W of airport for landing min. Rate of descent for straight-in landing minimums exceeds standard.

Procedure turn W side NW crs, 349 Outbnd, 169 Inbnd, 1500' within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 155-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 miles, make a climbing right turn, climb to 4500' on S crs of Burlington LFR within 20 miles.
Alternate missed approach (when directed by ATC): make a right climbing turn climb to 1500' on NW crs of Burlington LFR.
NOTE: LFR climb-out procedure SE bound. Climb most direct route to the Burlington LFR. Continue to climb to 3500' within 10 miles on the NW crs of Burlington LFR (Scrs or N crs when directed by ATC). Minimum departure altitude SE bound from facility 3500'.
Major Changes: IFR climb-out procedure added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burlington, Vt.	Municipal 334'	SBRAZ BTV	1, Amdt 8 3 Sep 1955	7 1 Jul 54

Whitehall LFR	Homestake FM	276-11.0	9500	T-d	1500-1	15001	1500-1
				T-n	1500-2	1500-2	1500-2
				C-d	2500-1	2500-1	2500-1½
				C-n	2500-2	2500-2	2500-2
				A-d	2500-1	2500-1	2500-1½
				A-n	2500-2	2500-2	2500-2

Procedure turn, no procedure turn
Minimum Altitude over facility on final approach crs, Homestake FM 9500'
Crs and distance, facility to airport, 276-3.5 (From Homestake FM)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 miles, make climbing left turn. Proceed to Whitehall LFR via NW crs of Whitehall LFR at 10,000'
CAUTION: High terrain (8300 MSL) 1.7 miles E of airport
NOTE: ADF approach not authorized. Sliding scale N A for landing

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Butte, Mont	Municipal 5554'	LFR HIA FM HSK	*1, Orig 24 Sep 1954	

*Replaces LFR Procedure No 2 cancelled 14 September 1954

Parkertown FM (Final)	CPR-LFR	256-12.2	6500	T-dn	300-1	300-1	200-½
CPR VOR	CPR-LFR	170-10.9	7000	C-dn	500-2	500-2	500-2
				*S-d ry 25	400-1	400-1	500-1½
				*S-n ry 25	400-1½	400-1½	500-2
				A-dn	800-2	800-2	800-2

* Straight-in minimums less than 500-2 authorized only when LMM operating and utilized.

Procedure turn N side E crs, 076 Outbnd, 256 Inbnd, 7000' within 10 mi.
Minimum Altitude over facility on final approach crs, 6500'
Crs and distance, facility to airport, 256-6.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.6 mi climb to 7500' on W crs LFR or ILS within 20 mi of LFR.
Alternate missed approach: When directed by ATC turn right, climb to 7500' on N crs LFR within 20 mi.
NOTE: 5900' terrain 5 mi S, SW and W of airport.
Major Changes: Change missed approach procedure and add alternate; reduce straight-in minimums two eng - more than 65 K.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Casper, Wyo	Natrona County 5348'	SBRAZ CPR	1, Amdt 6 28 Jul 56	5 27 Jan 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1		
				C-d	500-1		
				C-n	500-1½		
				A-dn	800-2		

Procedure turn N side E crs, 101 Outbnd, 281 Inbnd, 2100' within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 297-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 2600' on W crs within 20 mi.
NOTE: Only aircraft having stall speeds of 65K or less authorized. N-S runway authorized only.
CAUTION: Mast 1172' MSL, 0.5 mi N of final approach crs and 1270' MSL unlighted stack 2.0 mi N of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chanute, Kans	Municipal 1001'	SBRAZ CNU	1, Amdt 1 14 Oct 53	Orig 9 Jul 52

CHW VOR	CHW-LFR	004-8.3	2500	T-dn	300-1	300-1	200-½
				C-d	1000-2	1000-2	1000-2
				C-n	1500-2	1500-2	1500-2
				A-dn	1500-2	1500-2	1500-2

Procedure turn N side W crs, 280 Outbnd, 100 Inbnd, 2500' within 10 mi. (non-standard to avoid traffic on V-4)
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 112-9.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, make a left turn and climb to 2500' on W crs within 20 mi.
NOTE: Shuttle on W crs descending to 2500' within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charleston, W Va	Kanawha County 981'	SBRAZ CHW	1, Amdt 4 1 Apr 54	3 1 Feb 53

Fort Mill FM (Final)	CLT-LFR	358-7.3	1600	T-dn	300-1	300-1	200-½
Charlotte VOR	CLT-LFR	007-11.8	2100	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 178 Outbnd, 358 Inbnd, 2100 within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 359-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 mi, climb to 2500 on N crs within 20 mi or when directed by ATC, turn right, climb to 2200 on E crs within 20 mi.
NOTE: 1116 MSL tower located 2.8 mi SE of LFR station and 2.0 mi E of S crs.
Major Changes: New format.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charlotte, N C	Douglas 748'	SBMRLZ CLT	1, Amdt 8 23 Jul 55	7 19 Apr 54

Chattanooga VOR	CHA-LFR	349-7.4	2000	T-dn	300-1	300-1	200-½
Daisy FM	CHA-LFR	212-7.2	2200	C-dn	600-1½	700-1½	700-2
Daisy FM (Final)	CHA-LFR	212-7.2	1700	A-dn	800-2	800-2	800-2
Signal Mtn Int	CHA-LFR	129-8.0	2200				
Rossville Int	CHA-LFR	049-9.0	2300				

Procedure turn E side of crs, 032 Outbnd, 212 Inbnd, 2500' within 10 mi (non-standard due to high terrain)
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 203-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi, climb to 4000' on SE crs CHA LFR within 20 mi.
AIR CARRIER NOTE: 300-1 required for take-off, runways 14-32.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chattanooga, Tenn	Lovell Field 682'	SBRAZ CHA	1, Amdt 6 8 Apr 54	5 1 Feb 51

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Silver Crown FM	CYS-LFR	102-10.0	8000	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side NW crs, 282 Outbnd, 102 Inbnd, 8000' within 8 mi (NA Beyond 8 mi due to high terrain) (non-standard due to terrain)
Minimum Altitude over facility on final approach crs, 6800'
Crs and distance, facility to airport, 067-0.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0.8 mi, climb to 7500' on S crs within 20 mi.
Alternate Missed Approach when directed by ATC: Climb to 7500' on N crs CYS LFR within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cheyenne, Wyo	Municipal 6156'	SBRAZ CYS	1 Amdt 9 20 Apr 54	8 1 Dec 51

Silver Crown FM	CYS-LFR	102-10.0	8000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn 26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 076 Outbnd, 256 Inbnd, 7300 within 13 mi E of ILS LOM.
Minimum Altitude over facility on final approach crs, 7300' (Abeam ILS LOM*)
* ILS LOM must be received on ADF, freq. 219 KC. Ident: CY.
Crs and distance, facility to airport, 256-5.0 (from ILS LOM)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.0 mi after passing ILS LOM, climb to 7500' on S crs within 20 mi.
Alternate Missed Approach when directed by ATC: Climb to 7500' on N crs CYS LFR within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cheyenne, Wyo	Cheyenne Municipal 6156'	SBRAZ CYS	2, Amdt 12 17 Aug 54	11 20 Apr 54

Wilson Int (Final)	CHI-LFR	152-10.1	1500	T-dn	300-1	300-1	200-½
Radar Transition Altitudes by Sector for vectoring from 185 clockwise to 060 within 20 mi	CHI-LFR		2500	C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				S-dn 13R & 13L	400-1	500-1	500-1
From 060 clockwise to 185 within 20 mi.	CHI-LFR		2000	A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 332 Outbnd, 152 Inbnd, 2200' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'.
Crs and distance, facility to airport, 152-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.9 mi, climb to 2000' on SE crs Chicago LFR proceeding to Thornton Int or if directed by ATC:
1. Climb on SE crs CHI LFR to 2000' or higher altitude specified by ATC.
2. Make right turn, climbing to 2000' proceed to Momence Int on N & S crs of Harvey range.
Major Changes: Airport elevation corrected. Revised missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	SBRAZ CHI	1, Amdt 7 25 Feb 56	6 22 Mar 56

Loveland FM (Final)	CIN-LFR	224-7.7	1600	T-d	400-1	400-1	400-1
Mt Orab FM	CIN-LFR	296-22	2100	T-n	600-1	600-1	600-1
				C-d	800-1	900-1½	900-1½
				C-n	800-1½	900-1½	900-1½
				S-24-d	800-1	800-1	800-1
				S-24-n	800-1½	800-1½	800-1½
				A-dn			

Procedure turn E side NE crs, 044 Outbnd, 224 Inbnd, 2100' within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 227-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.3 mi after passing the Cincinnati LFR or if landing not accomplished, make a left climbing turn, climb to 2300' on the SE crs within 10 mi.
NOTE: No weather reporting service available.
AIR CARRIER NOTE: NA for air carrier operations.
Major Changes: Revises procedure turn and limits missed approach distance.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cincinnati, Ohio	Lunken 488'	SBRAZ CIN	1, Amdt 2 7 Jun 56	1 26 May 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Elyria FM	CLE-LFR (Final)	096-9.5	1400	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 276 Outbnd, 096 Inbnd, 1900 within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 098-.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within .9 mi, climb to 3000' on N side of E crs of Cleveland LFR within 20 mi.
CAUTION: 1971' television towers approximately 7 mi ESE of airport.
Major Changes: Missed approach altitude revised. Caution note revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cleveland, Ohio	Hopkins 789'	SBRAZ CLE	1, Amdt 7 17 Nov 56	6 8 Dec 53

CLL - VOR	BYT-LFR	298-7.7	1400	T-dn	300-1	300-1	200-½
				C-dn	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of NW crs, 315 Outbnd, 135 Inbnd, 1700' within 10 mi.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 113-10.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 10.0 mi, climb to 1500' on SE crs within 20 mi or as directed by ATC.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
College Station, Texas	Easterwood 320'	SBMRLZ BYT	1, Amdt 2 22 Apr 54	1 29 Dec 53

Columbia VOR	CBI-LFR	233-16.5	2200	T-dn	300-1		
				C-d	500-1		
				C-n	500-1½		
				S-10-d	400-1		
				S-10-n	400-1½		
				A-dn	800-2		

Procedure turn S side W crs, 276 Outbnd, 096 Inbnd, 1900' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 089-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 mi, climb to 2600' on E crs within 20 mi.
Major Changes: Raises procedure turn altitude to 1900' and minimum altitude over facility to 1400' acct. 876' MSL Stack 3.5 mi. SW of range station. Procedure turn limited to 10 mi. Adds straight-in minimum. Missed approach raised to 2600' due to 1620' MSL tower 7.2 mi. SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbia, Mo	Columbia 778'	SBRAZ CBI	1, Amdt 6 22 Jan 55	5 14 Oct 53

Columbia VOR	CAE-LFR	036-6.6	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-28	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn S side E crs, 089 Outbnd, 269 Inbnd, 1500 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 268-6.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.4 mi, climb to 1900 on W crs within 10 mi or when directed by ATC turn right, climb to 2000 on NW crs within 20 mi.
CAUTION: Tower 510' MSL 1½ mi NW of LFR. Procedure turn S to avoid restricted area 114.
Major Changes: Revise transition from VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbia, S C	Columbia 244'	SBRAZ CAE	1, Amdt 12 10 Sep 55	11 15 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Columbia VOR	CAE-LFR	036-6.6	1500	T-d	*300-1	*300-1	
				T-n			
				C-d	1000-2	1000-2	
				C-n			
				A-dn			

* 1000-2 required for Runway 33.

Procedure turn E side SE crs, 150 Outbnd, 330 Inbnd, 1500 within 10 mi.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 330-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, climb to 2000' on NW crs of LFR within 20 mi.
NOTE: Weather service and communications not available to the general public.
AIR CARRIER: Use NA.
NOTE: Airport closed to all night operations.
CAUTION: Radio TV Tower 910' MSL located one and one half miles NW of airport.
Major Changes: Revise transition from VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbia S C	Owens Field 192'	SBRAZ CAE	1, Amdt 1 10 Sep 55	Orig 10 Jan 54

Columbus VOR	CSG-LFR	Direct	2000	T-dn	300-1	300-1	200-½
Columbus LOM	CSG-LFR	Direct	2000	C-dn	600-1	600-1	600-1½
Marvyn VHF Int	CSG-LFR	Direct	1700	S-dn-2	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SW crs, 202 Outbnd, 022 Inbnd, 1600' within 10 miles
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 022-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles turn left and climb to 1600' on SW crs CSG LFR within 20 miles
CAUTION: 1049' MSL radio tower located 8 miles N of Lawson Army Air Field. 580' MSL Jump Towers located 1½ miles NE of Lawson Army Air Field. Restricted Area R-129 E and SE of Lawson Army Air Field.
Major Changes: Establishes CAA procedure for Lawson Army Air Field (formerly Lawson AFB.) Lowers landing minimums to 600-1 circling, and 500-1 straight-in. Raises final approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbus, Ga.	Lawson Army Air Field 232'	SEMRLZ CSG	1, Orig 17 Dec 1955	None

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CUS VOR	CUS-LFR	279-0.8	6500	T-d	1000-2	1000-2	
				T-n	1000-3	1000-3	
				C-d	1000-2	1000-2	
				C-n	1000-3	1000-3	
				A-d	1500-3	1500-3	
				A-n	1500-4	1500-4	

Procedure turn N side E crs, 078° Outbnd, 258° Inbnd, 6500' within 10 miles
Minimum Altitude over facility on final approach crs, 5500'
Crs and distance, facility to airport, 262-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 miles, climb to 9000' on W crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbus, N Mex	Intermediate Field 4024'	SBMRAZ CUS	1, Orig 19 Jan 1954	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Hilliard FM	CMH-LFR (Final)	094-8.7	2000'	T-dn	300-1	300-1	200-½
Radar Terminal Area	CMH-LFR All sec. within	25 mi	2500	C-dn	400-1	500-1	500-1½
Transition Altitude		35 mi	3000	A-dn	800-2	800-2	800-2
		40 mi	4000				

Procedure turn S side W crs 274 Outbnd, 094 Inbnd, 2500 within 10 miles, NA beyond 10 miles

Minimum Altitude over facility on final approach crs, 2000'

Crs and distance, facility to airport, 087-1.9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.9 miles, climb to 2400' on E crs of Columbus LFR within 10 miles

Major Changes: Procedure turn and final approach altitudes revised. Lowers night visibility minimums for 2 eng aircraft, more than 65 knots.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbus, Ohio	Port Columbus 816'	SBMRAZ CMH	1, Amdt 10 30 Jul 1955	9 6 Aug 54

Concord VOR	CON-LFR	132-5	2100	T-dn	300-1	300-1	300-1
Boscawen FM	CON-LFR	152-12.6	3000	C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 164 Outbnd, 344 Inbnd, 2000'*within 10 miles, NA beyond 10 miles

*Standard obstruction clearance not provided over 1410' hill approzimately 7 miles E of Concord LFR

Minimum Altitude over facility on final approach crs, 1400'

Crs and distance, facility to airport, 332-1.8

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.8 miles, climb to 5000' on NW crs. within 20 miles.

NOTE: ADF approach not authorized

Major Changes: Transitions added. Take-off minimum changed.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Concord, N H	Municipal 345'	BMRLZ CON	1, Amdt 5 30 Apr 1955	4 28 Dec 53

E Cordova Intersection	CDV-LFR	295-17	800	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-26	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side SE crs, 115 Outbnd, 295 Inbnd, 1000' within 10 miles

Minimum Altitude over facility on final approach crs, 800'

Crs and distance, facility to airport, 265-1.8

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.8 miles, climb to 1000' on SE crs to E Cordova Intersection.

NOTE: This procedure not approved for ADF approach.

CAUTION: High mountain range NW through N to SE of range station. Terrain starts to rise 2 miles N of range station rising to 2746' MSL 5 miles N of final approach crs. Terrain 400' MSL 1 mile N of range station.

Major Changes: New Format

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cordova, Alaska	Cordova Mile 13 38'	MLZ CDV	1, Amdt 8 2 Jul 1955	7 26 Jun 54

Egg Island Intersection	CDV-LFR	025-13	800	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 205 Outbnd, 025 Inbnd, 1000' within 10 miles

Minimum Altitude over facility on final approach crs, see missed approach

Crs and distance, facility to airport, 2650-1.8

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . 5 miles SW of Cordova LFR or 10 miles after passing Egg Island Int, climb to 1000' on SW crs to Egg Island Int.

NOTE: This procedure not approved for ADF approach

CAUTION: High mountain range NW through N to SE of range station starting to rise 2 miles N, rising to 2746' MSL 5 miles NE of range station. Terrain 400' MSL 1 mile N of range station

Major Changes: New Format

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cordova, Alaska	Cordova Mile 13 38'	MLZ CDV	2, Amdt 8 2 Jul 1955	7 26 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Oden FM	CRP-LFR (Final)	139-10.2	800	T-dn	300-1	300-1	200-½
Corpus Christi BVOR	CRP-LFR	183-6.1	1300	C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				S-d	400-1	400-1	400-1
				S-n-12	400-1½	400-1½	400-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 319 Outbnd, 139 Inbnd, 1400 within 10 miles

Minimum Altitude over facility on final approach crs, 800'

Crs and distance, facility to airport, 136-2.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 miles turn right and climb to 1700' on SW (231) crs within 20 miles

AIR CARRIER NOTE: Authorization for local visibility reduction and sliding scale not applicable for night landings

Major Changes: Missed approach altitude raised

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Corpus Christi Texas	Cliff Maus 42	SBMRLZ CRP	1, Amdt 11 28 Jul 1956	10 12 Mar 55

Crestview VOR	CEW-LFR	099-8.8	1400	T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 084 Outbnd, 264 Inbnd, 1400 within 10 miles

Minimum Altitude over facility on final approach crs, 900

Crs and distance, facility to airport 263-2.3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 1400 on W crs within 15 miles

NOTE: Air Carrier Use of Airport N A

Major Changes: Nautical distance. Revise straight - in minima. New Format.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Crestview, Fla	Crestview 274	SBRAZ CEW	1, Amdt 5 29 Aug 1956	4 25 Jun 54

Cross City VOR	CTY-LFR	264-0.9	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-31	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 135 Outbnd, 315 Inbnd, 1200 within 10 miles

Minimum Altitude over facility on final approach crs, 700'

Crs and distance, facility to airport, 315-2.3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 1300 on NW crs within 20 miles

Major Changes: Reduce alternate minima

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cross City, Fla	Cross City 42	SBRAZ CTY	1, Amdt 6 5 Nov 1955	5 2 Jul 55

CTB-VOR	CTB-LFR	202-0.8	6000	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-2	500-2	500-2
				S-d-RY 31	400-1	400-1	400-1
				S-n-RY 31	400-2	400-2	400-2
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 130° Outbnd, 310° Inbnd, 5500' within 10 miles

Minimum Altitude over facility on final approach crs, 4600'

Crs and distance, facility to airport, 328-2.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 miles, climb 6000' on N crs of CTB-LFR within 20 miles

Major Changes: New Format. Add CTB-VOR. Lower altitude under Minimum Altitude and equalize landing minimums with CTB 511.3A. Change limiting distance for procedure turn

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cut Bank, Mont	Cut Bank 3863'	SBMRAZ CTB	1, Amdt 7 17 Dec 55	6 15 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Daggett VOR	DAG-LFR	233-4.3	6000	*T-dn	2000-4	2000-4	2000-4
				C-dn	2000-4	2000-4	2000-4
				A-dn	2000-4	2000-4	2000-4

NOTE: *500-1 authorized for take-offs on runways 3 and 7.

Procedure turn N side W crs, 244 Outbnd, 064 Inbnd, 6000' within 10 mi.
Minimum Altitude over facility on final approach crs, 3900'
Crs and distance, facility to airport on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, climb to 9000' on E crs DAG-LFR within 20 mi.
Major Changes: Conversion to nautical miles; add missed approach limit.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Daggett, Calif	Daggett 1927'	SBRAZ DAG	1, Amdt 5 17 Nov 56	4 12 Feb 55

Dallas VOR	DAL-LFR	230-9.8	2000	T-dn	300-1	300-1	200-½
Duncanville FM or MHW	DAL-LFR (Final)	356-9	1400	C-dn	400-1	500-1	500-1½
Dallas FM	DAL-LFR (Final)	356-2.7	1100	*S-dn-36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* If DAL FM not received descent below 1400 NA and straight-in minima NA.
Radar Terminal Area Transition altitude: 2000 within 5 to 20 mi. Radar control must provide 3 mi or 1000 vert separation or 3 to 5 mi and 500 vert separation, from radio towers which are 1108 MSL 20 mi N, 2349 MSL 16 mi SSW, and 1230 MSL 10 mi WNW of airport.

Procedure turn E side S crs, 176 Outbnd, 356 Inbnd, 2600 within 10 mi.
Minimum Altitude over facility on final approach crs, *1100'
Crs and distance, facility to airport, 358-2.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 mi, climb to 2000' on N crs within 20 mi.
CAUTION: 695' MSL tank 1.7 mi SE Runway 31.
Major Changes: Remove air carrier note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dallas, Tex	Love Field 485'	SBMRAZ DAL	1, Amdt 14 26 May 56	13 19 Jun 55

Moline VOR	MLI-LFR	236-18.3	2300	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 265 Outbnd, 085 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 040-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, make left climbing turn and return to the MLI LFR holding at 2200' within 20 mi on the W crs.
CAUTION: Official weather information indicating conditions at Davenport at or above minimums specified must be obtained prior to the time a let-down is started.
Major Changes: Missed approach revised to prevent conflict with aircraft holding on the back crs of MLI ILS. Conversion of statute to nautical mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Davenport, Iowa	Municipal 753'	SBRAZ MLI	1, Amdt 3 16 Jun 56	2 21 Jan 56

Daytona Beach VOR	DAB-LFR	042-3.7	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-d-10	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 281 Outbnd, 101 Inbnd, 1300' within 10 mi. (Beyond 10 Mi NA)
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 101-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 mi, climb to 1400 on E crs within 13 mi.
CAUTION: No runway lights - runways 10-28 and 3-31.
Major Changes: Raise transition altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Daytona Beach, Fla	Daytona Beach 34'	SBMLZ DAB	1, Amdt 7 5 Nov 55	6 9 Jul 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Delta VOR	DTA-LFR	Direct	7000	T-d	500-1	500-1	500-1
				T-n	500-2	500-2	500-2
				C-dn	800-2	800-2	800-2
				A-dn	800-2	800-2	800-2

Procedure turn W side SW crs, 188 Outbnd, 008 Inbnd, 7000' within 10 mi.
Minimum Altitude over facility on final approach crs, 5800'
Crs and distance, facility to airport, 018-3.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.1 mi, climb to 11,000' on NE crs within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Delta, Utah	Municipal 4755'	SBRAZ DTA	1, Amdt 5 8 Jan 57	4 2 Apr 55

Dacona FM	DEN-LFR	168-16.8	6300	T-dn	300-1	300-1	200-½
Henderson FM	DEN-LFR (Final)	168-7.5	5900	C-dn	400-1	500-1	500-1½
Franktown FM (Northbound only)	DEN-LFR	335-25	*7000	S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* Descent below 8900' not authorized until 3 mi N of Franktown FM due to 6715' MSL terrain 5.2 NW of Franktown.

Procedure turn E side N crs, 348 Outbnd, 168 Inbnd, 6300' within 10 mi. (non-standard due to terrain)
Minimum Altitude over facility on final approach crs, 5900'
Crs and distance, facility to airport, 162-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 mi, climb to 8900' on S crs within 20 mi.
Alternate Missed Approach when directed by ATC: Climb to 6600' on E crs DEN LFR within 20 mi.
SHUTTLE: On N crs within 20 mi or as directed by ATC on S crs LFR between range and Aurora FM, or on E crs LFR.
CAUTION: 5911' MSL radio tower 4.5 mi E-SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Denver, Colo	Stapleton Airfield 5325'	SBMRAZ DEN	1, Amdt 10 15 May 54	9 19 Nov 51

Dacona FM *	DEN-LFR	168-16.8	6300	T-dn	300-1	300-1	200-½
Henderson FM *	DEN-LFR	168-7.5	6300	C-dn	400-1	500-1	500-1½
Franktown FM (Northbound only)	DEN-LFR	335-25	#7000	A-dn	800-2	800-2	800-2

* If contact not established at range sta, climb to 8900' on S crs within 20 mi.
# Descent below 8900' not authorized until 3 mi N of Franktown FM due to 6715' MSL terrain 5.2 NW of Franktown.

Procedure turn E side S crs, 155 Outbnd, 335 Inbnd, 7000' within 10 mi of Aurora FM (NA beyond 10 mi due to terrain to S)
Minimum Altitude over facility on final approach crs, 7000' (over Aurora FM)
Crs and distance, facility to airport, 335-6.5 (from Aurora FM)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.5 mi from Aurora FM, climb to 6500' on N crs within 15 mi.
Alternate Missed Approach Procedure when directed by ATC: Climb to 6600' on E crs DEN LFR within 20 mi.
SHUTTLE: On N crs within 20 mi or as directed by ATC, on S crs LFR between range and Aurora FM, or on E crs LFR.
CAUTION: 5911' MSL radio tower 4.5 mi E-SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Denver, Colo	Stapleton Airfield 5325'	SBMRAZ DEN	2 Amdt 9 15 May 54	8 19 Nov 51

Martensdale FM	DSM-LFR (Final)	006-8.2	1600	*T-dn	300-1	300-1	200-½
Des Moines VOR	DSM-LFR	354-3.6	2100	C-dn	400-1	500-1	500-1½
Des Moines VOR	DSM-LFR (Final)	354-3.6	1600	S-dn-35 or 31	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* When TV tower not visible on N, NW, E and NE take-offs, climb to 2100' MSL prior to turning toward tower.

Procedure turn E side S crs, 186 Outbnd, 006 Inbnd, 2100 within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 337-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 mi, immediately turn left, climb to 2600 on W crs within 20 mi or when directed by ATC immediately turn left, climb to 2600 on 310 ADF crs from DSM LFR within 20 mi.
CAUTION: 1546' MSL TV tower located 3.2 mi N-NE of airport.
Major Changes: Minor corrections crs & distances to agree with C&G. Procedure turn restricted to 10 mi (criteria). New format on minimums. Tower height revised. Final approach added from DSM VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Des Moines, Iowa	Des Moines 957'	SBRAZ DSM	1, Amdt 12 21 Apr 56	11 1 Jul 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Windsor VOR	DET-LFR	064-3.2	2000	T-dn	*500-1	*500-1	*500-1
				C-dn	800-1	800-1	800-1½
				A-dn	800-2	800-2	800-2

* 300-1 take-off authorized on runway 33 only.

Procedure turn E side of crs, 142 Outbnd, 322 Inbnd, 2000 within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 329-7.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 7.9 mi, climb to 2300' on NW crs Windsor LFR to Warren Int.
AIR CARRIER NOTE: Sliding scale not applicable.
Detroit RBN 2.3 mi SE Detroit City Airport.
Major Changes: Transition added QG-VOR. Deleted all other transitions as airways go over facility. Revises procedure turn & final approach. Visibility minimums revised. Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Detroit City 626'	SBRAZ DET	1, Amdt 5 14 Jul 56	4 22 Mar 55

Salem VOR	#Warren Int	082-23.0	2700	T-dn	*500-1	*500-1	*500-1
Pontiac Int	#Warren Int (Final)	149-9.5	1800	C-dn	700-1	700-1	700-1½
Windsor VOR	#Warren Int	343-13.5	2300	A-dn	800-2	800-2	800-2

* 300-1 take-off authorized on Runway 33 only.

Procedure turn E side of crs, 329 Outbnd, 149 Inbnd, 2300 within 10 mi (non-standard due to obstruction)
High obstructions W side of crs.
Minimum Altitude over facility on final approach crs, 1800' #Warren Int
Crs and distance, facility to airport, 149-4.5 #Warren Int to Airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.5 mi, climb to 2300' proceed to QG-LFR or when directed by ATC: Make left turn climbing to 2300' proceed back to # Warren Int.
AIR CARRIER NOTE: Sliding scale not applicable.
# Warren Int - Int NW crs Windsor LFR and 082R Salem.
Major Changes: Revise to new form. Add transition from QG-VOR. Procedure turn revised to E. Visibility minimums revised. Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Detroit City 626'	SBRAZ DET	2, Amdt 3 14 Jul 56	2 22 Mar 55

Salem VOR	RML-LFR	144-13.9	2000	T-dn	300-1	300-1	200-½
Willow Run LOM (Final)	RML-LFR	075-10.6	1500	C-dn	500-1	500-1	500-1½
CRL VOR	RML-LFR	018-11.3	2000	A-dn	800-2	800-2	800-2
Windsor VOR	RML-LFR	265-19.5	2300				
Park VHF INT	RML-LFR	266-6.1	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn when inbnd on final approach crs at least 3.0 mi before reaching DET LFR.
Refer to Radar procedure for Willow Run if detailed information on sector altitudes is desired.

Procedure turn S side W crs, 261 Outbnd, 081 Inbnd, 2000 within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 107-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.6 mi, make right turn, climb to 2000' proceed to RML LOM or when directed by ATC:
1. Make left turn, climb to 2000' , proceed to FRD RBN.
2. Make left turn, climb to 2300' , return to RML LFR.
3. Make right turn, climb to 2300', proceed to Flat Rock Int.
Major Changes: Transition added from Park VHF INT & QG VOR. Radar transition authorized. Crs & distance revised. Procedure turn distance revised. Note regarding 1311' tower deleted.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Detroit Wayne Major 639'	SBRAZ RML	1, Amdt 9 31 May 56	8 22 Mar 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
INT E crs RML LFR & 036R	RML-LFR	266-4.6	1800	T-dn	300-1	300-1	200-½
CRL VOR (Final)				C-dn	400-1	500-1	500-1½
Carleton VOR	RML-LFR	018-11.3	2000	S-dn-27L			
				27R	400-1	400-1	400-1
Salem VOR	RML-LFR	144-13.9	2000	A-dn	800-2	800-2	800-2
QG VOR	RML-LFR	265-19.4	2300				
Park VHF INT (Final)	RML-LFR	266-6.1	1800				

Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn when inbnd on final approach crs at least 3 mi before reaching DET LFR. Refer to Radar procedure for Willow Run if detailed information on sector altitudes is desired.

Procedure turn N side E crs, 086 Outbnd, 266 Inbnd, 2300 within 10 mi.
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 274-5.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5 mi, climb to 2000' on W crs within 20 mi or when directed by ATC:
1. Make left turn, proceed to Willow Run ILS LOM, climbing to 2300'.
2. Make right turn, climb to 2500' on the 170R of Salem VOR, proceed to the Salem VOR.
Major Changes: Airport elevation added. Transition added from QG VOR. Transition deleted from INT E crs RML LFR & 295 brg to FRD MHW. Crs revised to CGS data transition. Transition added from Park VHF INT. Radar transitions authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Willow Run 716'	SBRAZ RML	1, Amdt 6 31 May 56	5 22 Mar 55

Dickinson VOR	DIK-LFR	Direct	4000	T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n	500-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 348 Outbnd, 168 Inbnd, 4000 within 10 mi.
Minimum Altitude over facility on final approach crs, 3500'
Crs and distance, facility to airport, 168-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 mi make left turn climb on heading of 170 to 4000' within 20 mi, then make left turn and return to VOR.
AIR CARRIER NOTE: Night take-offs and landings authorized NW-SE runway only.
CAUTION: KDIX tower 3.9 mi, north DIK-LFR 2751' MSL. Tower 2966' MSL 3.5 mi NE of VOR.
Major Changes: New form - nautical mi. Procedure turn revised. Missed approach revised due to 3556' MSL tower 6.5 mi SW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dickinson, N Dak	Dickinson 2589'	SBMRAZ DIK	1, Amdt 5 22 Dec 56	4 17 Dec 54

Dillon VOR	DLN-LFR	Direct	7200	T-d	1000-1		
				T-n	2000-3		
				C-dn	2000-3		
				A-dn	2000-3		

Procedure turn W side NE crs, 005 Outbnd, 185 Inbnd, 9700' within 10 mi.
Minimum Altitude over facility on final approach crs, 7200'
Crs and distance, facility to airport, 167-1.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 mi, turn right, climb to 10,000 on NE crs Dillon LFR 006 Outbnd within 20 mi.
NOTE: ADF approach not authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dillon, Mont	Dillon 5238'	BMRLZ DLN	1, Amdt 3 12 Mar 55	2 1 Dec 48

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-5-d	400-1	400-1	400-1
				S-5-n	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 243 Outbnd, 063 Inbnd, 1400 within 10 mi.
Minimum Altitude over facility on final approach crs, 900
Crs and distance, facility to airport, 047-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi, climb to 1700 on NE crs within 20 mi.
Major Changes: Raises missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dothan, Ala	Dothan 330	SBRAZ DHN	1, Amdt 4 1 Jan 55	3 1 Aug 50

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Dubois VOR	DBS-LFR	339-2.6	6000	T-d	500-1		
				T-n	500-2		
				C-d	800-1		
				C-n	800-2		
				A-dn	800-2		

Procedure turn E side S crs, 152 Outbnd, 332 Inbnd, 7000' within 10 mi.
Minimum Altitude over facility on final approach crs, 6000'
Crs and distance, facility to airport, 332-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 mi, turn left, climb to 7000' on crs 152 Outbnd within 20 mi of Dubois LFR.
Major Changes: Lower missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dubois, Idaho	Dubois Airport 5123'	SBRAZ DBS	1, Amdt 3 12 Mar 55	2 1 Dec 48

DLH-VOR	DLH-LFR	193-1.1	2500	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				S-dn-3	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 194 Outbnd, 014 Inbnd, 2500' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 014-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 mi, climb to 2800' on N crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Duluth, Minn	Duluth 1430'	SBRAZ DLH	1, Amdt 4 14 Oct 53	3 1 Aug 50

				T-dn	300-1	300-1	
				C-dn	600-1	600-1½	
				A-dn	800-2	800-2	

Procedure turn E side SE crs, 143 Outbnd, 323 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 009-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 mi, make a right climbing turn to 2000' on SE crs within 10 mi.
NOTE: Air carrier operations not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
East Hartford, Conn	Rentscheler Field 45'm	SBMRAZ HFD	1, Orig 29 Apr 54	None

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				T-dn	300-1	300-1	300-1
				C-dn	700-1	700-1½	700-1½
				A-dn	800-2	800-2	800-2

NOTE: Instrument approach to be conducted in accordance with U.S. Navy procedure as published on chart A-L 472 rng.
Major Changes: New Obstructions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Datea
El Centro, Calif	NAAS 43'	SBMRLZ ELC	1, Amdt 3 12 Feb 55	2 6 Oct 50

				T-d	1000-2	1000-2	1000-2
				T-n			
				C-d	2000-2	2000-2	2000-2
				C-n			
				A-d	2000-3	2000-3	2000-3
				A-n			

Procedure turn W side N crs, 353 Outbnd, 173 Inbnd, 4500' within 10 mi.
Minimum Altitude over facility on final approach crs, 4500'
Crs and distance, facility to airport, 175-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi, climb to 6000' on S crs within 20 mi.
AIR CARRIER NOTE: Night operations not authorized. Sliding scale not authorized. No reduction in minimums authorized due to local conditions. No reduction in take-off minimums authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Elkins, W Va.	Elkins 1987'	SBMRAZ EKN	1, Amdt 2 1 Apr 54	1 1 Aug 51

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Deeth FM	EKO-LFR	Direct	9000	T-d	1000-2	1000-2	1000-2
Carlin FM	EKO-LFR (Final)	Direct	7600	T-n	1000-3	1000-3	1000-3
Elko VOR	EKO-LFR	Direct	8500	C-dn	2500-3	2500-3	2500-3
				A-dn	2500-3	2500-3	2500-3

Procedure turn N side W crs, 231 Outbnd, 051 Inbnd, 8500' within 10 mi. Beyond 10 mi NA. (non-standard for more favorable terrain.

Minimum Altitude on final approach crs, 7600'

Crs and Distance, facility to airport, 204-0.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, climb to 9000' on NE crs LFR between range and Deeth FM, all turns on N side of crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Elko, Nev	Municipal 5136'	SBRAZ EKO	1, Amdt 3 17 Mar 56	2 12 Dec 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Ellensburg VOR	ELN-LFR	226-1.2	5500	T-dn	500-1	500-1	500-1
				C-dn	1500-1	1500-1	1500-1½
				A-dn	1500-3	1500-3	1500-3

Procedure turn S side E crs, 049 Outbnd, 229 Inbnd, 5500 within 10 mi. NA beyond 10 mi. (non-standard for more favorable terrain.

Minimum Altitude over facility on final approach crs, 4000'

Crs and distance, facility to airport, 279-1.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.6 mi, turn left, climb on E crs Ellensburg LFR to 7000' within 20 mi.

CAUTION: High terrain all quadrants; 4000' hills 10 mi, NE Ellensburg LFR.

NOTE: Standard criteria not followed for missed approach distance.

Major Changes: Lower take-off and landing minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ellensburg, Wash	Bowers Field 1766'	SBMRAZ ELN	1, Amdt 7 12 Mar 55	6 22 Jan 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Elmira VOR	ELM-LFR	063-5.2	3000	T-d	800-2	800-2	800-2
				T-n	800-3	800-3	800-3
				C-d	1200-2	1200-2	1200-2
				C-n	1200-3	1200-3	1200-3
				A-d	1800-2	1800-2	1800-2
				A-n	1800-3	1800-3	1800-3

Procedure turn S side SW crs, 223 Outbnd, 043 Inbnd, 3000 within 10 mi.

Minimum Altitude over facility on final approach crs, 2500'

Crs and distance, facility to airport, 075-1.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 mi, climb to 3000 on NE crs within 10 mi and return to the range.

AIR CARRIER NOTE: Sliding scale not authorized. No reduction in landing visibility minimums authorized for local conditions. No reduction in take-off minimums authorized.

Major Change: Missed approach procedure revised. Transition added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Elmira, N Y	Chemung County 951'	SBRAZ ELM	1, Amdt 4 23 Apr 55	3 1 Apr 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Hueco Mt Fan Marker (Final)	ELP-LFR	258-15.0	*5000	T-dn	300-1	300-1	200-½
El Paso VOR	ELP-LFR	259-0.6	5000	C-dn	400-1	500-1	500-1½
Clint Radio Beacon	ELP-LFR	327-13.6	5000	S-dn-26	400-1	400-1	400-1
Int ILS NE crs & W crs LFR	ELP-LFR	078-5.0	5000	A-dn-26	800-2	800-2	800-2

* Maintain 7000' until 5 mi W of Hueco Mt FM. If Hueco Mt. FM not identified maintain 8000' until over El Paso LFR.

Procedure turn S side of crs, 078 Outbnd, 258 Inbnd, 6500' within 10 mi. Beyond 10 mi NA.# (non-standard due to terrain N.

Minimum Altitude over facility on final approach crs, 5000'

Crs and distance, facility to airport, 258-4.0

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi turn left to 125 climb to 5000' on S crs, within 20 mi.

# CAUTION: Terrain 4651' 9.5 mi E of El Paso LFR and terrain 4884' 10.5 mi ENE of El Paso LFR.

Major Changes: Added caution note on procedure turn altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
El Paso, Tex	International 3936	SBRAZ ELP	1, Amdt 10 26 May 56	9 9 Jul 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Ephrata VOR	EPH-LFR	181-9.0	3000	*T-dn	300-1	300-1	200-½
				C-d	800-2	800-2	800-2
				C-n	1000-2	1000-2	1000-2
				S-dn-ry-34	500-1½	500-1½	500-1½
				A-d	1000-3	1000-3	1000-3
				A-n	1200-3	1200-3	1200-3

* 600-2 required for take-off runway 29.

Procedure turn W side of S crs, 156 Outbnd, 336 Inbnd, 3000' within 10 mi. NA beyond 10 mi. (non-standard to avoid Larsor. AFB)
Minimum Altitude over facility on final approach crs, 2200'
Crs and distance, facility to airport, 336-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 mi, turn right climb to 4000' on E crs, Ephrata LFR within 20 mi.
Alternate Missed Approach when directed by ATC: within 3.4 mi, turn rignt return to LF range station hold at 3000' on W crs within 10 mi. All maneuvering S of W crs.
CAUTION: 2346' radio tower 2.5 mi W of airport.
Major Changes: Add alternate missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ephrata, Wash	Ephrata 1258'	BMRLZ EPH	1, Amdt 4 7 Jan 56	3 29 Jan 55

North Springfield FM	ERI-LFR (Final)	070-10	1500	T-dn	300-1	300-1	200-½*
Erie VOR	ERI-LFR	051-4.3	2200	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

* 200-½ authorized for Take-off on runway 6-24 only, otherwise 300-1

Procedure turn S side SW crs, 249 Outbnd, 069 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 066-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 mi, climb to 2500' on NE crs Erie LFR within 20 mi.
AIR CARRIER NOTE: Sliding scale for take-off and reduction in take-off minimums authorized on runways 6-24 only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Erie, Pa	Port Erie 732'	SBMRAZ ERI	1, Amdt 2 1 Apr 54	1 15 Feb 51

Cottage Grove FM	EUG-LFR	330-25.0	3700	T-dn	300-1	300-1	200-½
EUG-VOR	EUG-LFR	263-0.4	2500	C-dn	500-1	500-1½	600-1½
				S-dn-ry-16	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 356 Outbnd, 176 Inbnd, 2500' within 10 mi, NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 150-3.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi, turn right and climb to 2000' on N crs of EUG-LFR within 20 mi.
Major Changes: New format. Minor crs and distance corrections. Add EUG-VOR. Reduce altitude from Cottage Grove FM. Reduce altitude on procedure turn. Reduce altitude on missed approach. Lower take-off minimum on 4 engine airplanes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Eugene, Ore	Mahlon Sweet 365'	SBRAZ EUG	1, Amdt 7 29 Oct 55	6 4 Jun 55

				T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n	500-1½	600-1½	600-2
				S-d-34	500-1	600-1	600-1½
				S-n-34	500-1	600-1½	600-2
				A-dn	800-2	800-2	800-2

NOTE: Instrument approach to be conducted in accordance with standard instrument approach procedure - USAF as contained on current chart AL-142-rng.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Everett, Wash	Paine AFB 603'	MRLWZ EVE	1, Orig. 17 Dec 55	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn S side E crs, 060 Outbnd, 240 Inbnd, 2400' within 10 mi. NA beyond 10 mi. (nonstandard due to terrain)
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 234-9.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, turn left, climb to 2400' on E crs Fairbanks LFR to Chena int
ALTERNATE MISSED APPROACH: When directed by ATC, turn left climb to 3900' SW bound on NE crs Nenana LFR within 20 miles of Fairbanks LFR
CAUTION: When using circling minimums, all maneuvering must be confined to area E of airport. 800' terrain within 1.3 miles W of airport rising to 1000' within 1.7 miles
Major Changes: Delete departure procedure. Correct bearing and distance values.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fairbanks, Alaska	Fairbanks International 434'	SBRAZ FAI	1, Amdt 2 14 Apr 1956	1 31 Mar 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

NOTE: Instrument approach to be conducted in accordance with standard instrument approach procedure as shown on current Chart A1-1219-RNG.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fairbanks, Alaska	Ladd AF Base 450'	SBRAZ FAI	1, Amdt 3 18 Feb 1956	M-2 31 Mar 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	500-1	500-1	500-1
				C-dn	900-2	900-2	900-2
				S-dn-8	900-2	900-2	900-2
				A-dn	1200-2	1200-2	1200-2

Procedure turn N side NW crs, 282 Outbnd, 102 Inbnd, 2500' within 10 miles (Non-standard due to terrain)
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 081-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn left climbing to 4000' on NW crs within 20 miles.
NOTE: This procedure not approved for ADF approach.
CAUTION: Hill 2338' MSL 1.9 miles SE of airport. Mountain range NE through SW of airport. After take-off proceed immediately to Farewell LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Farewell, Alaska	Farewell Airport 1538'	BMRLZ FWL	1, Amdt 4 2 Jul 1955	M-3 26 Jun 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Glyndon FM	FAR-LFR (Final)	260-7.3	1600	T-dn	300-1	300-1	200-½
Barnesville FM	FAR-LFR	307-23.0	2300	C-d	500-1	500-1	500-1½
Fargo VOR	FAR-LFR	007-5.2	2300	C-n	500-1½	500-1½	500-1½
				S-d	500-1	500-1	500-1½
				S-n	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of E crs, 080 Outbnd, 260 Inbnd, 2100 within 10 miles.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 269-0.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.9 miles, climb to 2600 on W crs of FAR-LFR within 10 miles
CAUTION: Radio Tower 1075' MSL 1.0 mile SSE of airport
Major Changes: Wheatland FM deleted. Procedure turn revised to 10 miles (criteria). New Format on minimums. Missed approach revised. Minor change to crs to agree with C&G

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fargo, N Dakota	Hector 900'	SBRAZ FAR	1, Amdt 7 10 Mar 1956	6 26 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Glyndon FM	FAR-LFR	260-7.3	2100	T-dn	300-1	300-1	200-½
Barnesville FM	FAR-LFR	307-23.0	2300	C-d	500-1	500-1	500-1½
Fargo VOR	FAR-LFR	007-5.2	2300	C-n	500-1½	500-1½	500-1½
FAR-LFR	West Fargo FM	263-5.0	2200	S-d	500-1	500-1	500-1½
				S-n	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 263 Outbnd, 083 Inbnd, 2200 within 10 miles of W Fargo FM
Minimum Altitude over facility on final approach crs, W Fargo FM 1700'
Crs and distance, facility to airport, W Fargo FM 083°-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 2600' on E crs Fargo LFR within 10 miles
CAUTION: Radio Tower 1075' MSL 1 mile SSE of airport
Major Changes: Minor change to crs to agree with C&G. Procedure turn distance revised to 10 miles (criteria). Distance to airport revised-C&G. Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fargo, N Dakota	Hector 900'	SBRAZ FAR	2, Amdt 7 10 Mar 1956	6 26 May 54

Florence VOR	FLO-LFR	207-3.6	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side SE crs, 112 Outbnd, 292 Inbnd, 1200' within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 297-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 miles, climb to 1600 on NW crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Florence, S C	Florence Airport 146'	SBMRLZ FLO	1, Amdt 5 7 Jun 1954	4 19 Dec 52

FBR-VOR	FBR-LFR	044-3.1	8500	T-dn	300-1		
				C-d	500-1		
				C-n	500-2		
				A-dn	NA		

Procedure turn N side E crs, 058° Outbnd, 238° Inbnd, 8500' within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 7500'
Crs and distance, facility to airport, 243-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 miles, turn right and climb to 10000' on E crs within 20 miles of LFR range
NOTE: Not authorized for air carrier use. No weather reporting facilities or Notam Service on this airport.
Major Changes: Restricts air carrier operation

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fort Bridger Wyoming	Fort Bridger (CAA site 9) Field 7016'	SBRAZ FBR	1, Amdt 6 3 Nov 1956	5 1 Dec 51

Fort Wayne VOR	FWA-LFR	172-6.1	2200'	T-dn	300-1	300-1	200-½
Markle FM	FWA-LFR (Final)	051-8.5	1500	C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 231 Outbnd, 051 Inbnd, 2000' within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 051-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, climb to 2300' on NE crs of FWA-LFR within 20 miles
Major Changes: Procedure turn distance revised to 10 miles in accordance with policy

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fort Wayne, Ind	Baer Field 801'	SBMRLZ FWA	1, Amdt 7 27 Aug 55	6 18 Feb 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Haslet Int (Final)	FTW-LFR	165-6.6	1400	T-dn	300-1	300-1	*200-½
				C-dn	500-1	600-1	600-1½
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*Take-off on runway 9-27 and 13-31 NA with less than 300-1.

Procedure turn W side N crs, 345 Outbnd, 165 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 178-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 miles, climb to 2000 on S crs within 20 miles.
CAUTION: Building 956' MSL located 0.5 miles S of LFR on final approach crs. T.V. Tower 1743' MSL located 5.0 miles E of S crs
NOTE: Air Carrier Note, reduction in landing minima NA on cargo and ferry flights. Reduction in take-off minimums authorized on runway 17-35 only.
Major Changes: Raise procedure turn altitude. Add caution note. Simplify notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fort Worth, Tex	Meacnam Field 692'	SBRAZ FTW	1, Amdt 8 28 May 55	7 10 Sep 54

Stadium Int	Rockwood FM (Final)	358-4.2	1500	T-dn	300-1	300-1	*200-½
				C-dn	500-1	600-1	600-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* Take-off on Runways 9-27 & 13-31 NA with less than 300-1.

Procedure turn W side S crs, 178 Outbnd, 358 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500' (Rockwood FM)
Crs and distance, facility to airport, 358-2.3 (Rockwood FM)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 2000' on N crs within 20 mi.
CAUTION: Tank 864' MSL located 1.5 mi W of crs between Rockwood FM & airport. 1743' MSL TV tower located 5.0 mi E of S crs.
AIR CARRIER NOTE: Reduction in landing minima NA on cargo and ferry flights. Reduction in take-off minimums authorized on Rwy 17-35 only.
Major Changes: Change final approach altitude. Add caution notes. Simplify notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fort Worth, Tex	Meacham 692'	SBRAZ FTW	2, Amdt 7 28 May 55	6 6 Feb 54

				T-dn	300-1	300-1	200-½
				C-dn	1000-2	1000-2	1000-2
				A-dn	2000-3	2000-3	2000-3

Procedure turn S side W crs, 1900' within 10 miles.
Minimum alt over facility on final approach course 1300'
Crs and distance, facility to airport, 049-6.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 1500' on SE crs FNO LFR within 20 miles.
Air Carrier Note: Sliding scale N A.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fresno, Calif.	Fresno Air Terminal	SBRAZ FNO	1, Amdt 5, 9 Feb 57	4, 12 Dec 53

Bowles Int	FNO-LFR (Final)	316-10.0	1000	T-dn	300-1		
				C-dn	700-2		
				A-dn	800-2		

Procedure turn W side SE crs, 136° Outbnd, 316° Inbnd, 1500' within 10 mi (non-standard for more favorable terrain)
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 036-0.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2000' on W crs within 20 miles
Major Changes: Raise minimum altitude over facility and landing minimums. All changes made to meet obstruction clearance criteria, (460' tower ½ mi S of range)

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fresno, Calif	Fresno-Chandler 277'	SBRAZ FNO	1, Amdt 5 16 Jun 56	4 23 Jul 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Bowles Intersection	FNO-LFR	316-10.0	1900	T-dn	300-1		
				C-dn	700-2		
				A-dn	800-2		

Procedure turn S side W crs, 272° Outbnd, 092° Inbnd, 1900' within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 036-0.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 1500' on SE crs within 20 miles
Major Changes: Raise minimum altitude over facility and landing minimums. All changes made to meet obstruction clearance criteria, (460' tower ½ mi S of range).

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fresno, Calif	Fresno-Chandler 277'	SBRAZ FNO	2, Amdt 6 16 Jun 1956	5 14 May 55

Gage VOR	GAG-LFR	092-7.0	3600	T-dn	300-1		
				C-dn	500-1		
				A-dn	800-2		

Procedure turn N side of crs 044 Outbnd, 224 Inbnd, 3400' within 10 miles
Minimum Altitude over facility on final approach crs, 2900'
Crs and distance, facility to airport, 226-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 miles, climb to 3800' on SW crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Gage, Okla	Municipal 2223'	SBRAZ GAG	1, Amdt 3 16 Aug 1954	2 1 Aug 50

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-25	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side E crs 066 Outbnd, 246 Inbnd, 2000' within 10 mi. NA beyond 10 mi. (Nonstd due to terrain)
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 246-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles, climb to 3000' on W crs Galena LFR within 20 miles
CAUTION: Higher terrain N of final approach crs. Make all turns to S side of final approach crs
SHUTTLE: E crs 065° Outbnd, 245° Inbnd to 3000' within 20 miles
Major Changes: Raise procedure turn altitude

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Galena, Alaska	Galena Airport 120'	SBRAZ PDVT	1, Amdt 8 15 Apr 1956	7 14 Apr 56

GLS VOR	GLS-LFR	098-4.0	1400	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side N crs, 333 Outbnd, 153 Inbnd, 1400' within 15 miles. beyond 15 miles NA (non-standard due to obstructions W)
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 126-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 1300' on S crs within 15 miles.
CAUTION: 231' MSL Radio Tower 1.3 miles NE of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Galveston, Texas	Municipal 7'	SBMRLZ GLS	1, Amdt 8 15 May 1954	7 25 Mar 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Garden City VOR	GCK-LFR	Direct	4000	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-2
				S-d-12	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 348 Outbnd, 168 Inbnd, 4000 within 10 miles
Minimum Altitude over facility on final approach crs, 3500'
Crs and distance, facility to airport, 133-6.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 6.5 miles make right turn, climb to 4300' on S crs GCK LFR within 20 miles
NOTE: Night operation authorized N-S runway only
Major Changes: New form. Limits procedure turn to 10 miles. Revises missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Garden City, Kans	New Garden City 2895'	SBRAZ GCK	1, Amdt 8 22 Dec 1956	7 18 Oct 53

Gila Bend VOR	GBN-LFR	Direct	3000	T-d	300-1	300-1	300-1
				C-d	700-1	700-1	700-1½
				A-d	800-2	800-2	800-2

Procedure turn S side W crs, 247 Outbnd, 067 Inbnd, 3000' within 10 miles (Procedure turn maneuvering area limited to 6 miles by danger area.)
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 166-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0.0 miles, climb to 5000' on E crs within 20 miles of LFR
NOTE: Night operations not authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Gila Bend, Ariz	A F AUX 858'	SBRAZ GBN	1, Amdt 4 5 Jan 57	3 12 Feb 55

Goshen VOR	GSH-LFR (Final)	091-7.7	1500'	T-dn	300-1		
				C-dn	500-1½		
				S-d	500-1		
				S-n-9	500-1½		
				A-dn	800-2		

Procedure turn S side W crs, 270 Outbnd, 090 Inbnd, 2000' within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 087-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.3 miles, climb to 2300' on E crs within 20 miles
Major Changes: Crs and distance revised. Final added from VOR. Procedure turn distance revised. Crs revised to airport. Minimums format revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Goshen, Ind	Municipal 823'	SBRAZ GSH	1, Amdt 5 26 Nov 1955	4 9 Jul 54

				T-dn	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½
				C-n	500-1½	500-1½	500-1½
				S-d-35	500-1	500-1	500-1
				S-n-35	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 171 Outbnd, 351 Inbnd, 2000' within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 351-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.0 miles, climb to 2100' on N crs Grand Forks LFR within 20 miles
NOTE: ADF procedure not authorized
Major Changes: Procedure turn distance revised to 10 miles. Minimums format revised. Minor change missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Grand Forks, North Dakota	Municipal 836'	BMIX GFK	1, Amdt 7 17 Dec 55	6 26 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Grand Island VOR	GRI-LFR	345-1.0	3100	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 345 Outbnd, 165 Inbnd, 3100' within 10 miles
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport, 165-1.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.3 miles, climb to 3200' on S crs within 20 miles
Major Changes: Crs and distances revised to conform with criteria and C&G. Final approach altitude lowered to conform with criteria. New format for minimums. Alternate minimums lowered.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Grand Island, Nebraska	Grand Island 1846'	SBMRLZ GRI	1, Amdt 9 29 Oct 1955	8 25 Nov 53

				T-dn	300-1	300-1
				C-dn	400-1	400-1
				S-dn-13	400-1	400-1
				A-dn	800-2	800-2

Procedure turn S side W crs, 291 Outbnd, 111 Inbnd, 2100 within 10 miles
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 109-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, climb to 2100' on E crs GMI-LFR within 20 miles
NOTE: ADF Procedure not authorized
AIR CARRIER NOTE: Sliding scale not authorized
Major Changes: Lowers procedure turn altitude and distance. Lowers missed approach altitude. Adds note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Grand Marais, Michigan	Grand Marais 850'	BRL GMI	1, Amdt 4 15 Dec 1956	3 3 Aug 54

Alaska FM	GRR-LFR (Final)	303-9.0	1500	T-dn	300-1	300-1	300-1
				C-d	500-1	500-1	500-1½
				C-n	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 123 Outbnd, 303 Inbnd, 2000' within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 306-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 miles, climb to 1900' on NW crs GRR-LFR within 20 miles
CAUTION: 907' MSL stack located 0.5 miles WSW airport. 930' MSL tower located 2.0 mi S of airport.
AIR CARRIER NOTE: 200-½ authorized for take-off on runway 18L and 36R only
Major Changes: Crs, distances and altitudes revised to conform with policy. Format revised for minimums. Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Grand Rapids, Michigan	Kent County 692'	SBMRLZ GRR	1, Amdt 8 29 Oct 1955	7 20 Dec 53

GTF VOR	GTF-LFR	048-1.0	5500	T-dn	300-1	300-1	#200-½
Belt FM	GTF-LFR	270-19.0	5500	C-d	500-1	500-1	500-1½
Cascade FM	GTF-LFR	023-17.0	*5500	C-n	500-1½	500-1½	500-1½
				S-d	400-1	500-1	500-1½
				S-n-2	400-1	500-1½	500-1½
				A-dn	800-2	800-2	800-2

* When Cascade FM used as fix on final approach, descent authorized to 4200' when within 10 mi of GTF - LFR.
# 300-1 required on Runways 11-29.

Procedure turn S side SW crs, 203 Outbnd, 023 Inbnd, 5500' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 4200'
Crs and distance, facility to airport, 011-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.1 mi, climb to 5500' on NE crs within 20 mi of GTF-LFR.
Alternate missed approach when directed by ATC: Execute climbing left turn, climb to 5500' on NW crs within 20 mi of GTF -LFR.
Major Changes: Minor distance and crs correction, delete inaccurate caution notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Great Falls, Mont	Great Falls 3671'	SBRAZ GTF	1, Amdt 12 3 Sep 55	11 30 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Summit Hill FM (Final)	GSO-LFR	237-8	1800	T-dn	300-1	300-1	200-½
Greensboro VOR	GSO-LFR	042-4.9	2300	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 057 Outbnd, 237 Inbnd, 2300' within 10 mi.
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 250-1.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.2 mi, turn left, climb to 2300 on SE crs, within 20 mi or when directed by ATC, turn right, climb to 4000' on NW crs of Greensboro LFR within 20 mi.
Major Changes: Revises crs from VOR and airport elevation. Lower minima 2-engine aircraft.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Greensboro, N C	Greensboro-Highpoint 923'	SBRATX GSO	1, Amdt 10 19 May 55	9 2 Feb 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int SW crs SPA-LFR & S crs GRL-LFR	GRL-LFR (Final)	Direct	1600	T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				S-dn-36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side S crs, 182 Outbnd, 002 Inbnd, 2100 within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 002-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 mi, climb to 3200' on N crs LFR within 10 mi, turn right and return to LFR.
CAUTION: 1340' MSL Tower 4.5 mi W LFR, 2205 tower 3.2 mi W of N crs, 6.5 mi NW of airport.
Major Changes: Adjusts minima in accordance with criteria. Deletes transition from Beacon 14 Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Greenville, S. C.	Greenville 1049'	SBMRLZ GRL	1, Amdt 8 23 Jun 56	7 24 Dec 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Greenwood VOR	GRW-LFR	067-6.3	1300	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 085 Outbnd, 265 Inbnd, 1700 within 10 mi.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 265-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 mi climb to 1400 on W crs within 20 mi.
NOTE: Not approved for ADF approach.
Major Changes: Adds note re ADF approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Greenwood, Miss	Municipal 129'	BMLZ GRW	1, Amdt 6 4 Jun 55	5 25 Dec 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-14	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 322 Outbnd, 142 Inbnd, 3200' within 10 mi.
Minimum Altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 142-2.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 mi, climb to 9500' on S crs within 20 mi.
SHUTTLE: N crs 322 Outbnd, 142 Inbnd, 3200' within 20 mi.
Major Changes: Alternate missed approach procedure deleted.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Gulkana, Alaska	Gulkana 1571'	SBRAZ GKN	1, Amdt 4 2 Apr 55	3 19 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				*T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1½	500-1½
				S-dn- -10	500-1	500-1½	500-1½
				A-dn	800-2	800-2	800-2

* Take-off Runway 1, 700-2 day and night.

Procedure turn W side NW crs, 285 Outbnd, 105 Inbnd, 2700' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 105-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 4500' on SE crs between Gustavus LFR and Sisters Island RBN.
Alternate Missed approach: When directed by ARTC within 2.3 mi turn right and climb on NW crs Gustavus LFR to 3000' within 10 mi.
CAUTION: Maneuvering N and E of airport not authorized due to high terrain. High terrain NW and WNW of range station within 15 mi.
Major Changes: Revised ceiling minimums. Lower altitudes at facility. Revised missed approach distance.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Gustavus, Alaska	Gustavus 28'	SBRAZ GST	1, Amdt 5 1 Oct 55	4 31 May 54

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				*T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1½	500-1½
				S-dn 28	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* Take-off runway 1, N 700-2 day and night.

Procedure turn S side SE crs, 105 Outbnd, 285 Inbnd, 3200' within 10 mi of Pleasant Isle FM turns beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 285-2.8 (From Pleasant Isle FM)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 mi after passing Pleasant Isle FM turn left and climb to 4500' between GST LFR and SSR RBN.
Alternate Missed Approach: When directed by ARTC within 2.2 mi, climb straight ahead to 3000' on NW crs GST LFR within 10 mi.
If Pleasant Isle FM not received on final approach maintain 1500' to GST LFR then execute missed approach.
CAUTION: Maneuvering N and E of airport not authorized due to high terrain.
Major Changes: Revised ceiling minimums. Revised missed approach distance.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Gustavus, Alaska	Gustavus 28'	SBRAZ GST	2, Amdt 5 1 Oct 55	4 31 May 54

New Kingstown FM	HAR-LFR (Final)	104-9.5	**1500	#T-d	500-1	500-1	500-1
Harrisburg VOR	HAR-LFR	107-6.7	2500	#T-n	500-2	500-2	500-2
				*C-dn	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

* Landing N for air carrier aircraft over 12,5000 lbs gross weight authorized only during daylight hours with ceiling 1500' or better.
# Take-off S on N-S runway not authorized for air carrier aircraft over 12,500 lbs gross weight.

Procedure turn S side W crs 284 Outbnd, 104 Inbnd, 2400' within 10 mi. **
Minimum Altitude over facility on final approach crs, 1500**
Crs and distance, facility to airport, 118-.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.9 mi, climb to 2000' on E crs within 10 mi.
CAUTION: Standard clearance not provided over 1300' ridge 4 mi N of final approach crs and 1136' ridge & tower 1.6 mi S of airport.
**CAUTION: Do not descend below 2400' until Inbnd on final approach crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Harrisburg, Pa	Harrisburg State 347'	SBRAZ HAR	1, Amdt 2 25 June 54	1 1 Mar 51

Hartford VOR	HFD-LFR	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	600-1	900-1	9001½
				A-dn	800-2	1000-2	1000-2

Procedure turn E side SE crs, 143 Outbnd, 323 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 323-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 mi, turn right and climb to 2000' on SE crs within 10 mi.
Air Carrier Note: No reduction in take-off minimums authroized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hartford, Conn	Brainard Field 18'	SBMRAZ HFD	1, Amdt 2 29 Apr 54	1 15 Oct 48

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
McDonald Pass FM	HLN-LFR	Direct	8500	T-d	500-2	500-2	500-2
HLN-VOR	HLN-LFR	Direct	7500	T-n	800-2	800-2	800-2
Winston FM *	HLN-LFR (Final) *	Direct	5800 ←	C-d	1500-2	1500-2	1500-2
				C-n	1500-3	1500-3	1500-3
				A-d	1500-2	1500-2	1500-2
				A-n	1500-3	1500-3	1500-3

* Maintain at least 8500' until 1.2 mi past Winston FM.

Procedure turn N side SE crs, 100 Outbnd, 280 Inbnd, 7500' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 5800'
Crs and distance, facility to airport, 251-1.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 mi, make right climbing turn to SE crs, climb to 8500' within 10 mi of HLN-LFR.
NOTE: Shuttle to 8500' on SE crs within 20 mi of station. (All turns on N side of crs - high terrain to S)

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Helena, Mont	Helena Municipal 3881'	SBMRAZ HLN	1, Amdt 5 2 Feb 57	4 7 Jan 56

				*T-d	400-1	400-1	400-1
				*T-n	500-1	500-1	600-2
				C-d	500-1	500-1	500-1½
				C-n	500-1	500-1	600-2
				S-d-26	500-1	500-1	500-1
				S-n-26	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

* Westerly takeoffs 800-2 day or night.

Procedure turn N side E crs, 079 Outbnd, 259 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 500'
Crs and distance, facility to airport, 251-1.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.9 mi, climb to 3000' on N crs within 20 mi.
Major Changes: Change in minima.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hilo, Hawaii	General Lyman 30'	SBRAZ ITO	1, Amdt 9 10 Dec 55	8 1 Nov 53

HOB VOR	HOB-LFR	308-5.9	5000	T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn E side N crs, 348 Outbnd, 168 Inbnd, 5000' within 10 mi (non-standard due to obstructions)
Minimum Altitude over facility on final approach crs, 4500'
Crs and distance, facility to airport, 168-7.3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.3 mi, climb to 5000' on S crs within 20 mi of HOB LFR.
NOTE: ADF procedure not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hobbs, N Mex	Lea County 3659'	BMRLZ HOB	1, Amdt 5 6 Jul 54	4 22 Dec 52

Anchor Point Int	HOM-LFR (Final)	061-28	1900	T-dn	400-1	400-1	400-1
				C-dn	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 241 Outbnd, 061 Inbnd, 1900' within 10 mi.
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, *068-1.6
* Let-down from facility on magnetic crs 090 to minimums.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.2 mi on crs of 090, turn right climb to 2500' on W crs within 20 mi.
CAUTION: Terrain within 1 mi N and W rising to 1000' and continuing to rise to 1900' within 4 mi - std circling clearance not provided. All maneuvers prior to landing must be accomplished SE of airport. Turn right after take-off runway 3, turn left after take-off runway 21. Deviation from std criteria in missed approach crs and distance
Major Changes: Transition distance increased to 28 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Homer, Alaska	Homer Airport 80'	SBRAZ HOM	1, Amdt 12 5 May 56	11 10 Sep 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	400-1	400-1	400-1
				C-dn	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 241 Outbnd, 061 Inbnd, 1300' within 10 mi.
Minimum Altitude over facility on final approach crs, missed approach.
Crs and distance, facility to airport, 068-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at authorized landing minimums 5 mi W of Homer LFR, following procedure turn, turn right, climb to 2500' Outbnd on W crs within 20 mi.
CAUTION: Hold "A" twilight on final approach to range station. Terrain within 1 mi N rising to 1000' and continuing to rise to 1900' within 4 mi - std circling clearance not provided. All maneuvers prior to landing must be performed SE of airport. Turn right after take-off runway 3, turn left after take-off runway 21.
Major Changes: Procedure turn reduced to 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Homer, Alaska	Homer 80'	SBRAZ HOM	2, Amdt 1 10 Sep 55	Orig 26 Jun 54

Barbers Point FM	HNL-LFR (Final)	055-6.5	500	*T-dn	400-1	400-1	400-1
				#C-dn	500-1	500-1	500-1½
				S-dn-8	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

* All take-offs to NW (Rny-32) will be restricted to 600-2, with left hand turn recommended. "Air Carrier Note: Sliding scale not authorized"
# Landings on runway 14 restricted to 600-2.

Procedure turn S side of Sw crs, 235 Outbnd, 055 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 500'
Crs and distance, facility to airport, 075-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 2000' on S crs and proceed to Southgate Intersection.
Major Changes: Increase minima for straight-in approaches. Increase circling minima 65 K or less.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Honolulu, Hawaii	Honolulu Int'l 10'	SBRAZ HNL	1, Amdt 9 8 Oct 55	8 25 Jun 55

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 018 Outbnd, 198 Inbnd, 2500' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 200-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 mi, climb to 2900' on S crs CMX-LFR and hold within 20 mi of LFR.
NOTE: ADF procedure not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houghton, Mich	**Houghton County 1091' Memorial**	**BRL CMX**	**1, Amdt 4 15 Dec 56**	**3 1 Aug 54**

HUL-VOR	HUL-LFR	031-8.3	2000	T-dn	500-1	500-1	500-1
				C-d	*700-1	700-1	700-1½
				C-n	*700-1½	700-1½	800-2
				S-dn-19	500-1	500-1	500-1
				A-dn	1000-2	1000-2	1000-2

* 600-1 day, 600-1½ night authorized when circling W of airport.

Procedure turn E side N crs, 15 Outbnd, 195 Inbnd, 1800' within 10 mi. Beyond 10 mi NA. (E to avoid high terrain)
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 195-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi, climb to 2500' on S crs within 15 mi.
NOTE; ADF procedure not authorized.
CAUTION: 870' hill with beacon light SE of airport, hill along E side of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houlton, Maine	**Municipal 493'**	**BMRLZ HUL**	**1, Amdt 5 24 Jul 54**	**4 1 Feb 53**

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Friendswood Int.	HOU-LFR (Final)	310-4.4	700	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
Arcola FM	HOU-LFR	039-14.1	1500	*S-30-dn	400-1	400-1	400-1
Houston FM	HOU-LFR	130-7.5	1300	A-dn	800-2	800-2	800-2
Houston VOR	HOU-LFR	137-1.9	1200				

Radar terminal area maneuvering altitude 2200' within 20 mi.
* 625' per minute descent required at 110 K.

Procedure turn E side SE crs, 130 Outbnd, 310 Inbnd, 1700 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 310-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 mi climb to 1800' on NW crs within 20 mi.
Major Changes: Increase radar terminal area maneuvering and procedure turn altitudes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houston, Tex	International 50'	SBRAZ HOU	1, Amdt 17 20 Apr 56	16 22 Oct 55

Friendswood Int.	HOU-LFR	310-4.4	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
Arcola FM	HOU-LFR	039-14.1	1500	S-dn-12	400-1	400-1	400-1
Fairbanks Int	HOU-LFR (Final)	130-8.3	1500	A-dn	800-2	800-2	800-2
Houston VOR	HOU-LFR	137-1.9	1200				

Radar terminal area maneuvering altitude all directions 2200' within 20 mi.

Procedure turn W side NW crs, 310 Outbnd, 130 Inbnd, 1800' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500' (over HOU FM)
Crs and distance, facility to airport, 130-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi from Houston FM, climb to 1700 on SE crs within 15 mi.
Major Changes: Increase procedure turn and radar terminal area maneuvering altitudes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houston, Tex	International 50'	SBRAZ HOU	2, Amdt 11 20 Apr 56	10 22 Oct 55

Virgil Int SW crs Hon & E crs Pierre	HON-LFR (Final)	044-10.0	2000'	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
Huron VOR	HON-LFR	152-5.2	2500	C-n	400-1½	500-1½	500-1½

Procedure turn S side SW crs, 224 Outbnd, 044 Inbnd, 2500' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 040-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 mi, climb to 3000' on NE crs within 20 mi.
CAUTION: Radio tower 1484' MSL 1¼ mi S of airport.
Major Changes: Procedure turn distances beyond 10 mi deleted. Distances revised to C&G measurements. New format for minimums. Caution note added. Note deleted in missed approach regarding procedure turn beyond 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Huron, S Dak	W W Howes 1287'	BMRLZ HON	1, Amdt 8 17 Dec 55	7 26 May 54

Hutchinson VOR	HUT-LFR	Direct	2800	T-dn	300-1	300-1	200-½
North Fork RBN or Marker	HUT-LFR (Final)	Direct	2300	C-dn	*400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* 500-1 required when necessary to circle the airport on the west side to effect a landing.

Procedure turn W side S crs, 170 Outbnd, 350 Inbnd, 2800 within 10 mi. (non-standard to avoid ICT traffic)
Minimum Altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 350-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi, climb to 3000' on N crs HUT-LFR within 20 mi, or when directed by ATC: (1) turn left and climb to 3000' on W crs HUT-LFR within 20 mi.
CAUTION: 2340' TV tower located 4.0 mi ESE of airport. Aircraft taking off to N, S, NE, or SE, climb to 2800' prior to proceeding toward TV tower.
Major Changes: New form - nautical mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hutchinson, Kans	Hutchinson 1542'	SBMRLZ HUT	1, Amdt 10 22 Dec 56	9 24 Dec 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Ashton Int	IDA-LFR	192-45.0	8000	T-dn	300-1	300-1	300-1
				C-d	500-1	700-2	700-2
				C-n	600-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn W side NE crs, 012 Outbnd, 192 Inbnd, 6600' within 10 mi.
Minimum Altitude over facility on final approach crs, 5500'
Crs and distance, facility to airport, 198-2.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.2 mi, climb to 7500' on SW crs within 20 mi.
Major Changes: Minor crs, distance and altitude corrections.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Idaho Falls, Idaho	Idaho Falls 4731'	SBRAZ IDA	1, Amdt 5 23 Apr 55	4 1 Jun 49

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1½	600-1½
				S-dn-25	600-1	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 174 Outbnd, 354 Inbnd, 1300' within 10 mi.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 251-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn left, climb to 4000' on S crs Iliamna LFR within 20 mi.
NOTE: ADF approach NA.
AIR CARRIER NOTE: Sliding scale NA.
Major Changes: Departure procedure deleted.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Iliamna, Alaska	Iliamna 190'	BMRLZ ILI	1, Amdt 5 2 Jul 55	4 26 Apr 54

				T-dn	300-1		
				C-dn	700-1		
				A-dn	800-2		

Procedure turn N side E crs, 068 Outbnd, 248 Inbnd, 1000' within 10 mi.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 019-4.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, reverse crs, climb to 1500' on E crs within 20 mi.
SHUTTLE: to 1500' on E crs within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Imperial Calif	County 58'	SBMRLZ ELC	1, 1 5 Jan 57	Orig. 12 Feb 55

Clayton FM	IND-LFR (Final)	069-10.0	1500	T-dn	300-1	300-1	200-½
Indianapolis VOR	IND-LFR	170-5.9	2000	C-dn	400-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of W crs, 249 Outbnd, 069 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 074-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 mi, climb to 2900' on E crs IND-LFR and proceed to Greenfield Int, or as directed by ATC as follows:
1. Climb to 2200' on S crs of IND-LFR within 20 mi.
2. Climb on SW crs ILS to 1900'. Proceed to LOM.
Major Changes: Changes missed approach altitude to 2900'. Procedure turn revised to 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Indianapolis, Ind	Weir Cook Municipal 796'	SBRAZ IND	1, Amdt 6 9 Jul 55	5 20 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Jackson VOR	JAN-LFR	135-3.0	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 356 Outbnd, 176 Inbnd, 1700' within 10 mi.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 179-2.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 mi, turn left, climb to 1800' on E crs within 20 mi.
NOTE: Tower 1049' MSL located 3.4 mi SW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Jackson, Miss	Hawkins Field 343'	SBRAZ JAN	1, Amdt 9 13 Jun 54	8 30 Jan 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Ft George Island FM or Radar fix over Ft George Island FM	JAX-LFR (Final)	269-0.9	600	T-dn	300-1	300-1	300-1
				C-dn	600-2	600-2	600-2
JAX VOR	JAX-LFR	225-2.3	1200	A-dn			

Radar terminal area transition altitude 1500' within 25 mi. Radar control must provide 3 mi separation from Restricted Area R-161.

Procedure turn N side E crs, 089 Outbnd, 269 Inbnd, 1100 within 10 mi.
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 139-6.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, climb to 1300' on W crs within 20 mi.
NOTE: If unable to maintain visual reference after passing facility, climb to 1400 on SE crs within 20 mi and contack JAX approach control immediately. NA for Air Carriers. No weather or communications service at airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Jacksonville, Fla	Craig 41'	SBRAZ JAX	1, Orig 7 Jan 56	None

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Fort George Is FM or Radar fix over Fort George Is FM	JAX-LFR (Final)	269-10	600	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
Jacksonville VOR	JAX-LFR	225-2.5	1200	S-dn-27	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitude 1500' within 25 mi. Radar control must provide 3 mi separation from Restricted Area R-161.

Procedure turn N side E crs, 089 Outbnd, 269 Inbnd, 1100' within 10 mi.
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 269-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 mi, climb to 1300' on W crs within 20 mi.
Major Changes: Delete note. 160' tower removed. Add radar transitions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Jacksonville, Fla	Imeson 52'	SBRAZ JAX	1, Amdt 9 4 Jun 55	8 26 Jan 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Bryceville FM or Int W crs JAX LFR & 165 brg to Cecil HW or Radar fix over Bryceville	Riverview Fix * (Final)	089-12	700	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitude 1500' within 25 mi. Radar Control must provide 3 mi separation from Restricted Area R-161.

Procedure turn N side W crs, 269 Outbnd, 089 Inbnd, 1200' within 10 mi of JAX LFR (non-standard to avoid danger area)
Minimum Altitude over facility on final approach crs, 700' (over Riverview fix*)
Crs and distance, facility to airport, 089-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 mi of Riverview Fix * climb to 1300' on E crs within 20 mi.
* Riverview fix is the Int of the W crs of JAX LFR and 359 bearing from JAX LOM.
NOTE: Procedure authorized only for aircraft equipped to receive JAX LFR and JAX LOM bearings simultaneously.
Major Changes: Add radar transitions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Jacksonville, Fla	Imeson 52'	SBRAZ JAX	2, Amdt 4 4 Jun 55	3 25 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Jamestown VOR	JMS-LFR	019-4.9	2800	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				S-d	400-1	500-1	500-1½
				S-n	400-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 078 Outbnd, 258 Inbnd, 2700' within 10 mi.
Minimum Altitude over facility on final approach crs, 2100'
Crs and distance, facility to airport, 270-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.1 mi, climb to 3400' on W crs JMS-LFR within 10 mi.
Major Changes: Bearings & distances changed to agree with C&G. Procedure turn distance & altitude revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Jamestown N Dak	Municipal 1498'	SBMRAZ JMS	1, Amdt 6 10 Mar 56	5 1 Jul 54

Joliet VOR	JOT-LFR	266-1.5	1800	T-dn	300-1	300-1	
				S-dn-13	400-1	400-1	
				C-dn	600-1	600-1	
				A-dn	NA	NA	NA

Procedure turn S side of W crs, 248 Outbnd, 068 Inbnd, 1800' within 10 mi.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 126-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi, make right turn, climb to 2000' on SW crs within 20 mi.
CAUTION: Airport without weather reporting services.
Major Changes: Transition deleted. Regular and circling minimums changed. Alternate approval deleted.
Minimums on procedure turn and final changed.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Joliet, Ill	Joliet 580'	SBRAZ JOT	1, Amdt 1 6 Aug 55	Orig 3 Mar 50

				T-d	500-1	500-1	500-1
				T-n	600-2	600-2	600-2
				C-d	1000-2	1000-2	1000-2
				C-n	1000-3	1000-3	1000-3
				A-dn	1500-3	1500-3	1500-3

Procedure turn E side of crs, 164 Outbnd, 344 Inbnd, 4000' within 10 mi.
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 351-15.3 *
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5 mi, climb to 8000' on N crs within 20 mi.
* Contact must be established at shoreline 5 mi from Range Station at 1000' on N crs, Flight to airport under visual conditions.
CAUTION: Rapidly rising terrain NE of Range Station. 1000' at 2 mi, 3000' at 3 mi, 10,025' at 10 mi.
Major Changes: Delete specific approval for ADF approach (not required).

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Kahului, Maui, T H	Kahului 59'	SBRAZ MAU	1, Amdt 1 10 Mar 56	Orig 1 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Kansas City VOR	MKC-LFR	Direct	2400	#T-dn	##300-1	##300-1	*300-1
Blue Springs VOR	MKC-LFR	Direct	3000	C-dn	500-1	700-1	700-1½
Radar transitions within 25 mi	as directed by ATC:			A-dn	800-2	800-2	800-2
S & E Quadrants of MKC LFR	MKC-LFR		3000				
S & E Quadrants of MKC LFR with 4.5 mi SSE and 1949' tower 6.2	3 mi separation from 2049' twr mi SE of airport.		2500				
N & W Quads MKC LFR	MKC-LFR		2500				

* 200-½ authorized on Runway 31 only.

No reduction in 2 Eng. min auth with ILS inoperative except on Rwy-31.

Procedure turn E side NW crs, 328 Outbnd, 148 Inbnd, 2400' within 10 mi. NA beyond 10 mi. (nonstandard account ATC)
Minimum Altitude over facility on final approach crs, 1600' - Crs and distance, facility to airport, 134-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.7 mi, turn right immediately, climb to 2500' and intercept 310 ADF track to Farley Rbn, then proceed to and hold at Farley Rbn or when directed by ATC turn right immediately, climb to 2400' on SW crs MKC-LFR within 20 mi.
CAUTION: Obstruction 1423' MSL 2½ mi SE of airport, 1946' TV tower 5 mi SE airport. Cracking plant 911' MSL and stack 853' MSL ½ mi ESE approach end Runway 35. TV tower 2049' MSL 4.0 mi SSE airport.
Take-offs to S or SW when weather is below 1000-3 will intercept a 210 ADF crs from ILS MM or R-185 MKC VOR outbnd as soon as practicable. After take-off, maintain crs until reaching 2500' prior to making left turn due to 2049' MSL TV tower 4 mi SSE of airport. When KMBC TV tower not visible (5 mi SE of airport) on N, NE, E, and SE take-offs, climb to 2500' MSL on 090 ADF crs from MKC-LFR prior to turning towards tower.

City and State	Airport Name & Elev.		Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Kansas City, Kans	Fairfax	746'	SBRAZ	MKC	1, Amdt 16	23 Apr 55	15	5 Apr 54

Kansas City VOR	MKC-LFR	Direct	2400	#T-dn	##300-1	##300-1	*300-1
Blue Springs VOR	MKC-LFR	Direct	3000	C-dn	500-1	700-1	700-1½
Radar transitions within 25 mi	as directed by ATC:			A-dn	800-2	800-2	800-2
S & E Quadrants of MKC LFR	MKC-LFR		3000				
S & E Quadrants of MKC LFR with tower 2.9 mi S & 1949' tower 5.0	3 mi separation from 2049' mi SE of airport.		2500				
N & W Quads MKC LFR	MKC-LFR		2500				

Take-offs to S or SW when weather is below 1000-3 will intercept a 210 ADF crs from ILS MM or R-185 MKC VOR as soon as practicable. After take-off maintain crs on crs until reaching 2500' prior to making left turn due to 2049' TV tower 2.5 mi S of airport. When KMBC-TV tower not visible (4 mi SE of airport) on N or NE take-off, climb to 2500' MSL on 090 ADF crs from MKC-LFR prior to turning towards tower.
* 200-½ authorized on Runways 35 and 36 only.

No reduction in 2 Eng min auth with ILS inoperative except on Runways 35 and 36 only.

Procedure turn E side NW crs, 328 Outbnd, 148 Inbnd, 2400' within 10 mi. NA beyond 10 mi. (nonstandard account ATC)
Minimum Altitude over facility on final approach crs, 1600' - Crs and distance, facility to airport 144-2.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.6 mi, turn right immediately, climb to 2500' & intercept 310 ADF crs to Farley Rbn, then proceed and hold at Farley Rbn or when directed by ATC, turn right immediately, climb to 2400' on SW crs MKC-LFR within 20 mi.
CAUTION: Grain elevators 903' MSL & railroad flood lights 857' MSL 2-3 mi NNE of Rwy 18; cracking plant & stack 853' MSL 0.5 mi WNW of airport. Congested buildings 1423' MSL 1 mi SSE of airport, TV tower 1946' MSL 4 mi SE of airport, and TV tower 2.5 mi S of airport.

City and State	Airport Name & Elev.		Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Kansas City, Mo	Municipal	758'	SBRAZ	MKC	1, Amdt 15	23 Apr 55	14	5 Apr 54

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-18	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of NE crs, 009 Outbnd, 189 Inbnd, 1400' within 10 mi.
Crs and distance, facility to airport, 184-2.1
Minimum Altitude over facility on final approach crs, 800'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 mi, climb to 1400' on SW crs within 20 mi.
Major Changes: Realignment of SW & NE crs.

City and State	Airport Name & Elev.		Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Kenai, Alaska	Kenai	93'	SBRAZ	ENA	1, Amdt 8,	5 May 56	7	27 Aug 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Key West VOR	EYW-LFR	187-2.0	1300	T-d	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½
				A-d	800-2	800-2	800-2

Procedure turn S side W crs, 267 Outbnd, 087 Inbnd, 1300' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 065-1.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.2 mi, climb to 1200 on E crs within 20 mi. Night operations NA.
Major Changes: Reduce missed approach altitude. Lower 4-eng landing visibility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Key West, Fla	Meacham 4'	SBRAZ EYW	1, Amdt 7 25 Feb 56	6 4 Apr 54

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1½	500-1½
				S-dn-11	500-1	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 291 Outbnd, 111 Inbnd, 1200' within 10 mi.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 111-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.1 mi, climb to 4500' on SE crs King Salmon LFR within 20 mi.
Alternate Missed Approach: (1) When directed by ATC climb to 1500' on SW crs within 20 mi.
SHUTTLE: On NW crs 1200' within 20 mi; OR: When directed by ATC, shuttle on SE crs 4500' within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
King Salmon, Akaska	King Salmon 55'	SBRAZ AKN	1, Amdt 10 2 Jul 55	9 11 Jun 54

Klamath Falls VOR	LMT-LFR	Direct	8000	T-dn	1500-1	1500-1	1500-1
Modoc Int	LMT-LFR	Direct	9000	C-d	1800-1	1800-1	1800-1½
				C-n	1800-2	1800-2	1800-2
				A-dn	1800-2	1800-2	1800-2

Procedure turn E side of S crs, 162 Outbnd, 342 Inbnd, 8000 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 5900'
Crs and distance, facility to airport, 338-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 miles turn left, climb to 9000' on S crs of Klamath Falls LFR within 10 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Klamath Falls, Oregon	Klamath Falls 4088'	SBRAZ LMT	1, Amdt 8 16 Aug 1954	7 1 Dec 49

Piedmont FM	TYS-LFR	243-23	2400	T-dn	300-1	300-1	200-½
Tallasee FM	TYS-LFR	012-23	2500	C-d	500-1	500-1	500-1½
Inskip FM	TYS-LFR (Final)*	174-11	2000	C-n	500-1½	500-1½	500-1½
Knoxville-BVOR	TYS-LFR	230-5	2400	S-22L-d	500-1	500-1	500-1½
				n	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 354 Outbnd, 174 Inbnd, 3000 within 10 miles
Minimum Altitude over facility on final approach crs, *2000
Crs and distance, facility to airport, 197-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 miles, climb to 3000' on W (250°) crs within 25 miles
*CAUTION: Do not descend on final below 2500' until on-crs inbnd.
Major Changes: Change procedure turn to W (Standard). Add Caution note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Knoxville, Tenn	McGhee-Tyson 989'	SBRAZ TYS	1, Amdt 10 19 Nov 1954	9 21 Aug 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
LaCrosse VOR	LSE-LFR	Direct	2600	T-d	*400-1	*400-1	#400-1
				T-n	*400-1½	*400-1½	#400-1½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-d-13	400-1½	400-1½	400-1½
				S-n-13	400-2	400-2	400-2
				A-dn	800-2	800-2	800-2

NOTE: *300-1 take-off authorized on Runways 31, 35 & 17.
#200-½ take-off authorized on Runways 31, 35 & 17

Procedure turn W side NW crs, 301 Outbnd, 121 Inbnd, 2600 within 10 miles
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 142-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, make immediate right climbing turn, climb to 2600' and return to LSE-LFR & hold on NW crs within 10 miles.
CAUTION: 950' MSL tower 1½ miles SE of airport. 1277' MSL tower & 1444' tower 3½ and 4 miles SE respectively of airport. 1400' MSL tower atop bluffs 3½ mi W of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
LaCrosse, Wisc	Municipal 653'	SBRAZ LSE	1, Amdt 5 7 Jul 1956	4 1 Jul 54

				T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				S-d-	400-1	400-1	400-1
				S-n-19	400-1	400-1	400-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side NE crs, 014 Outbnd, 194 Inbnd, 5400 within 10 miles
Minimum Altitude over facility on final approach crs, 4900'
Crs and distance, facility to airport, 195-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, turn left, climb to 6000' on N crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
La Junta, Colo	Municipal 4238'	SBMRLZ LHX	1, Amdt 5 15 May 1954	4 1 Dec 51

LAN VOR	LAN-LFR	067-7.8	2400	T-dn	300-1	300-1	*200-½
				C-dn	800-1	800-1	800-1½
				S-dn-27	800-1	800-1	800-1
				A-dn	800-2	800-2	800-2

*300-1 required on SE-NW runways

Procedure turn N side E crs, 101° Outbnd, 281° Inbnd, 2900' within 10 miles
Minimum Altitude over facility on final approach crs 2400'
Crs and distance, facility to airport, 280-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 2200' on W crs within 20 miles or when directed by ATC, make right turn, climb to 2000' on NW crs within 20 miles
Major Changes: Missed approach note revised

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lansing, Mich	Capital City 858',	SBMRAZ LAN	1, Amdt 9 3 Dec 1955	8 15 Oct 55

Laramie VOR	LAR-LFR	048-1.5	8500	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn E side NW crs, 317 Outbnd, 137 Inbnd, 8500' within 10 Miles (non-standard due to terrain)
Minimum Altitude over facility on final approach crs, 8000'
Crs and distance, facility to airport, 148-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 miles, climb to 11,500' on SE crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Laramie, Wyo	Brees Field 7273'	SBMRAZ LAR	1, Amdt 7 15 Feb 1954	6 1 Aug 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
GoodspringsHW	LAS-LFR	Direct	7500	T-dn	800-2	800-2	800-2
Las Vegas VOR	LAS-LFR	Direct	5100	C-dn	1500-2	1500-2	1500-2
Kids Intersection	LAS-LFR	Direct	5100	A-dn	1500-2	1500-2	1500-2
Int SW Crs LAS LFR, and R-270 LAS	LAS-LFR	Direct	5100				
Boulder City Int	LAS-LFR	Direct	6500				

Procedure turn E side SW crs, 203° Outbnd, 023° Inbnd, 5000' within 10 mi.
Minimum Altitude over facility on final approach crs, 3700'
Crs and distance, facility to airport, 195-8.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 6500' on NE crs within 20 miles of LFR.
SHUTTLE: to 6500' on NE and-or SW crs within 20 miles of LFR. Turns on E side of crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Las Vegas, Nev	Mc Carran 2171'	SBMRAZ LAS	1, Amdt 7 5 Jan 57	6 7 Dec 55

Goodsprings HM	LAS-LFR	Direct	7500	T-dn	800-2	800-2	800-2
Int SW crs LAS LFR, and	LAS-LFR	Direct	5100	C-dn	1000-1	1000-1	1000-1½
LAS VOR Radial 270°				A-dn	1000-2	1000-2	1000-2
Las Vegas VOR	LAS-LFR	Direct	5100				
Kids Intersection	LAS-LFR	Direct	5100				
Boulder City Int	LAS-LFR	Direct	6500				

Procedure turn E side NE crs, 028° Outbnd, 208° Inbnd, 5100' within 10 miles.
Minimum Altitude over facility on final approach crs, 4600 LFR
Minimum Altitude over facility on final approach crs, 3200 VOR
Crs and distance, facility to airport, see NOTE
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Within 0.0 mi. after passing Las Vegas VOR turn left, climb to 6000' on R-070 within 15 mi of VOR.
ALTERNATE MISSED APPROACH: When directed by ARTC, climb to 6100' on R-211 LAS within 10 mi of VOR; all turns S of crs
NOTE: After passing LAS LFR turn right to 225° then intercept and fly on a crs of 180° to the LAS VOR
CAUTION: 4100' terrain 4 miles SE LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Las Vegas, Nev	Mc Carran 2171'	SBMRAZ LAS BVOR LAS	2, Amdt 5 5 Jan 57	4 21 Apr 56

				T-dn	800-2	800-2	800-2
				C-dn	1500-2	1500-2	1500-2
				A-dn	1500-2	1500-2	1500-2

NOTE: Instrument approach procedure to be conducted in accordance with USAF procedure as published on Chart AL-227-RNG

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Las Vegas, Nev	Nellis AFB 1888'	SBMRAZ LAS	1, Amdt 4 12 Feb 1955	3 16 Aug 54

Las Vegas VOR	LVS-LFR	087-0.5	9500	T-d	300-1	300-1	300-1
				C-d	500-1	600-1	600-1½
				S-d-2	500-1	500-1	500-1
				A-d	800-2	800-2	800-2

Procedure turn E side SW crs, 201° Outbnd, 021° Inbnd, 9000' within 10 miles
Minimum Altitude over facility on final approach crs, 7800'
Crs and distance, facility to airport, 008-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 miles, climb to 10,000' on NE crs within 15 miles of LFR
NOTE: Not authorized for Air Carrier use
*Supersedes Form ACA-1725, dated 1 August 1951

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Las Vegas, N Mex	Las Vegas 6868'	SBMRAZ LVS	*1, Amdt 1 10 Nov 1956	

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
LWT-VOR	LWT-LFR	056-3.0	6000	T-dn	300-1	300-1	300-1
Stanford FM (Final)	LWT-LFR	088-25.0	*5000	C-dn	700-2	700-2	700-2
				S-dn-7	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

*Do not descend below 6000' until within 10 miles of Lewistown FR

Procedure turn S side W crs, 268° Outbnd, 088° Inbnd, 6000' within 10 miles
Minimum Altitude over facility on final approach crs, 5000'
Crs and distance, facility to airport, 091-2.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.6 miles, turn right climb to 6000' on W crs of LWT-LFR within 20 miles
Major Changes: Correct field elevation. Minor Crs and distance corrections. Add straight-in approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lewistown, Mont	Lewistown 4165'	SBRAZ LWT	1, Amdt 4 15 Oct 1955	3 16 Aug 54

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				*T-d	600-1	600-1	600-1
				T-n	700-2	700-2	700-2
				C-d	1000-1	1000-1	1000-1½
				C-n	1000-3	1000-3	1000-3
				A-d	1000-2	1000-2	1000-2
				A-n	1000-3	1000-3	1000-3

*Take off on runway 21 will be restricted to 600-2; sliding scale will not apply

Procedure turn S#side of E crs, 109 Outbnd, 289 Inbnd, 3000' within 10 miles
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 260-6.0 **
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.0 miles, climb to 6000' on S crs within 20 miles
** Contact must be established at shoreline 6 miles from Range Station with 1000-1 day or 1000-3 night and flight to Lihue Airport made under visual contact conditions by following shoreline in E and N direction, from Port Allen LFR.
#High terrain to North

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lihue, Kauai Hawaii	Lihue Airport 148'	SBRAZ PAK	1, Amdt 3 28 Apr 1956	2 1 Dec 53

Little Rock VOR	LIT-LFR	314-0.5	1300	T-dn	300-1	300-1	200-½
Keo FM (Final)	LIT-LFR	313-9.2	1000	C-dn	500-1	600-1	600-1½
				S-dn-32	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 133 Outbnd, 313 Inbnd, 1500' within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 315-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 miles turn left, climb to 3200 on NW crs within 20 miles
NOTE: Not less than 300-1 authorized for take-off on runways 18, 32, 36.
Major Changes: Raise missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Little Rock, Ark	Adams 257'	SBRAZ LIT	1, Amdt 12 7 Jan 1956	11 14 May 55

La Habra FM	LGB-LFR	Direct	1800	T-dn	300-1	300-1	*200-½
Int SE crs LGB LFR, and				C-dn	500-1	600-1	600-2
SW crs EL TORO LFR	LGB-LFR	Direct	1400	S-dn-30	500-1	500-1	500-1
Huntington Beach FM	LGB-LFR (Final)	Direct	1000	A-dn	800-2	800-2	800-2
Long Beach VOR	LGB-LFR	Direct	1500				

*300-1 required for take-off runways 16, 16R, 25L, 34R.

Procedure turn S side SE crs, 118° Outbnd, 298° Inbnd, 1500' within 10 miles, beyond 10 miles NA
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 298-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles, climb to 800' on NW crs, then turn left to 200° continuing climb to int S crs of LAX LFR and proceed to San Pedro Int at minimum of 2500'
CAUTION: 500' hill with oil derricks one mile S of airport; standard clearance not provided over obstructions for circling minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Long Beach, Calif	Municipal 56'	SBMRLZ LGB	1, Amdt 12 5 Jan 57	11 17 Mar 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Hollywood Hills FM	LAX-LFR	143-11.5	3000	T-dn	300-1	300-1	200-½
Downey FM-RBN (Final)	LAX-LFR	258-9.5	1500	C-dn	500-1	600-1	600-1½
Los Angeles LOM (Final)	LAX-LFR	254-1.7	1000	S-dn-RY25	400-1	400-1	400-1
San Pedro Int	LAX-LFR	340-21.0	3000	L-R			
				A-dn	800-2	800-2	800-2

Radar vectoring to final approach crs authorized.

Procedure turn S side E crs, 078° Outbnd, 258° Inbnd, 2000' within 9 miles (E of Downey RBN NA) Procedure turn S for better terrain.
Minimum Altitude over facility on final approach crs, *1000'
Crs and distance, facility to airport, 245-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles, climb to 2000' on W crs within 20 miles
*Maintain 1500' until over LAX LOM Inbnd
Major Changes: Nautical miles. Change circling ceiling for 2-engine or less aircraft (less than 65 knots) to 500' because of obstruction.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Los Angeles, Calif	International 125'	SBRAZ LAX	1, Amdt 9 14 Jul 1956	8 28 Mar 56

Eastwood FM (Final)	LOU-LFR	266-8	1500	T-dn	300-1	300-1	300-1
				C-d	400-1	600-1	600-1½
				C-n	400-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side E crs, 086 Outbnd, 266 Inbnd, 2400' within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 273-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 miles, climb to 2100' on W crs Louisville LFR within 10 mi or when directed by ATC, make an immediate right climbing turn to 2100' on N crs Louisville LFR within 10 miles.
Major Changes: Procedure turn altitude revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Louisville, Ky	Bowman Field 549'	SBMRLZ LOU	1, Amdt 4 28 Apr 1956	3 22 Jan 51

Eastwood FM (Final)	LOU-LFR	266-8	1500	T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n	500-2	600-2	600-2
				S-d-24	500-1	500-1	500-1½
				S-n-24	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn S side E crs, 086 Outbnd, 266 Inbnd, 2400' within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 242-5.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 miles, climb to 2100' on W crs of Louisville LFR within 10 miles.
Major Changes: Procedure turn altitude revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Louisville, Ky	Standiford 497'	SBMRLZ LOU	1, Amdt 5 5 May 1956	4 22 Jan 51

				T-d	3500-3	3500-3	3500-3
				T-n	4500-5	4500-5	4500-5
				C-d	3500-3	3500-3	3500-3
				C-n	4500-8	4500-8	4500-8
				A-d	3500-3	3500-3	3500-3
				A-n	4500-8	4500-8	4500-8

Procedure turn N side NE crs, 048 Outbnd, 228 Inbnd, 9500' within 10 miles (NA beyond 10 miles)
Minimum Altitude over facility on final approach crs, 7500'
Crs and distance, facility to airport, *247-20.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 10,000' on SW crs within 45 miles, or as directed by ATC.
*Final approach from LFR Station at night shall be via SW crs of LFR until airport is visible from Cockpit.
NOTE: ADF procedure not authorized.
SHUTTLE: To 10,000' on SW crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lovelock, Nev	Darby Airport 3903'	BMRLZ LOL	1, Amdt 3 12 Dec 1953	2 28 Nov 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots.
Lubbock VOR	LBB-LFR	231-6.9	4500	T-dn	300-1	300-1	200-½
Roundup FM	LBB-LFR	174-7.0	4500	C-d	700-1	700-1	700-1½
				C-n	700-1½	700-1½	700-2
				A-dn	800-2	800-2	800-2

Procedure turn S side of W crs, 259 Outbnd, 079 Inbnd, 4500' within 10 mi, beyond 10 mi NA

Minimum Altitude over facility on final approach crs, 4000'

Crs and distance, facility to airport, 076-10.2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 10.0 miles, climb to 4500 on E crs within 20 miles.

NOTE: This procedure not approved for ADF approach.

Major Changes: Raise initial approach altitude. Reduce landing visibilities.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lubbock, Texas	Municipal 3256'	BMRLZ LBB	1, Amdt 9 23 Jul 1955	8 10 Jul 54

				T-dn	500-1	500-1	500-1
				C-d	1000-1	1000-1	1000-2
				C-n	1000-2	1000-2	1000-2
				A-dn	1500-2	1500-2	1500-2

Procedure turn E side S crs, 165 Outbnd, 345 Inbnd, 2500' within 10 miles

Minimum Altitude over facility on final approach crs, 1900'

Crs and distance, facility to airport, 162-2.1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0.0 miles, turn left and climb to 2500' on S crs.

CAUTION: Do not proceed N of the Lynchburg LFR

NOTE: Airport lies between procedure turn and the LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lynchburg, Va	Preston Glenn 942'	SBRAZ LYN	1, Amdt 3 15 May 1954	2 1 Dec 52

				T-dn	500-1	500-1	500-1
				C-dn	700-1	800-1	800-½
				S-dn-35	600-1	600-1	600-1
				A-dn	900-2	900-2	900-2

Procedure turn E side S crs, 165 Outbnd, 345 Inbnd, 2500' within 10 miles of Oak Grove FM

Minimum Altitude over facility on final approach crs, 1700' (over Oak Grove FM)

Crs and distance, facility to airport, 348-3.4 (from Oak Grove FM)

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.4 miles from Oak Grove FM, climb straight ahead to 2000' inbnd on S crs, then make a climbing left turn, proceed outbnd on S crs of LFR at 2500' within 20 miles.

CAUTION: Do not proceed N of the Lynchburg LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lynchburg, Va	Preston Glenn 942'	SBRAZ LYN	2, Amdt 3 15 May 1954	2 1 Dec 52

Macon VOR	MCN-LFR	324-3.6	1600	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-13	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 326 Outbnd, 146 Inbnd, 1700' within 10 miles, beyond 10 miles NA

Minimum Altitude over facility on final approach crs, 1200'

Crs and distance, facility to airport, 144-3.0

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.0 miles, climb to 1700' on SE crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Macon, Ga	Cochran 354'	SBMRAZ MCN	1, Amdt 6 18 Jun 1954	5 8 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-31	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 094 Outbnd, 274 Inbnd, 2100' within 10 miles
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 314-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 2500' on N crs within 20 miles of MSN-LFR
NOTE: ADF procedure not authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Madison, Wis	Truax Field 859'	BMRLZ MSN	1, Amdt 6 20 Apr 1954	5 30 Nov 53

MLD-VOR	MLD-LFR	065-5.3	10,000	T-d	3500-3	3500-3	3500-3
				C-d	3500-3	3500-3	3500-3
				A-d	3500-3	3500-3	3500-3

Procedure turn S side W crs, 273° Outbnd, 093° Inbnd, 9000' within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 8500'
Crs and distance, facility to airport, 130-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 miles, make left turn climbing to 11,000' on W crs within 20 miles
CAUTION: High terrain all quadrants
AIR CARRIER NOTE: Night operations not authorized
Major Changes: New Format. Add transition from MLD-VOR. Minor crs and distance corrections. Equalize landing minimums with VOR. Missed approach changed to left turn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Malad City, Idaho	Malad City Int Field 4503'	SBRAZ MLD	1, Amdt 3 6 Aug 1955	2 23 Jun 52

MRB-VOR	MRB-LFR	267-7.7	3000	T-dn*	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

* Make right turn after take-off on runway 35 to avoid hills to the NW.

Procedure turn E side SW crs, 215 Outbnd, 035 Inbnd, 2500' within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 033-2.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 mi, climb to 3500' on NE crs within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Martinsburg, W Va	Martinsburg 556'	SBMRLZ MRB	1, Amdt 2 29 May 1954	1 1 Aug 51

				T-dn	300-1	300-1	200-½
				C-dn	400-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn S side SE crs, 095° Oubnd, 275° Inbnd, 2000' within 10 miles
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 258-1.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.4 miles, climb to 4000' on SE crs within 20 miles
CAUTION: High terrain within 3 to 4 miles of airport, all quadrants. Hold close "A" twilight on final approach to low cone due high terrain south of crs.
Major Changes: To add facility identification omitted from Amdt No 6.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
MCGRATH, Alaska	McGrath 347'	SBRAZ MCG	1, Amdt 7 13 Aug 1955	6 2 Jul 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Evans Creek FM (Final)	MFR-LFR	152-12.0	3000	T-dn	300-1	300-1	300-1
Medford VOR	MFR-LFR	137-4.5	3000	*C-dn	1000-2	1000-2	1000-2
Ashland Int	MFR-LFR	338-16.0	8000	A-dn	1000-2	1000-2	1000-2
Int W crs MFR-LFR and 215° Radial MFR VOR (Gold Hill Int)	MFR-LFR	075-6.7	6000				

*Note landing minimums authorized 500-2 all aircraft, day only provided top of status overcast in Medford Valley is not in excess of 2500'. MSL aircraft must be on top until after passing MFR LFR Inbnd. Minimum altitude over station on final 2600'.

Procedure turn E side N crs, 332 Outbnd, 152 Inbnd, 6000' within 10 miles (Non-standard due to terrain)
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 160-2.1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 miles, turn right, climb to 6000' on N crs MFR LFR within 20 miles

Major Changes: Delete the word "(Final)" from MFR-VOR transition. Added approach from Gold Hill Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Medford, Oreg	Medford 1330'	SBRAZ MFR	1, Amdt 7 1 Jan 1955	6 5 Aug 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-16	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 338 Outbnd, 158 Inbnd, 1200 within 10 miles
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 158-2.0

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 miles, climb to 1300 on S crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Melbourne, Fla	Melbourne-Eau Gallie 26'	SBRAZ MLB	1, Amdt 7 27 Aug 1955	6 12 Jan 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Nesbitt FM (Final)	MEM-LFR	360-8.0	1000	T-dn	300-1	300-1	200-½
Memphis VOR	MEM-LFR	254-4.4	1500	C-dn	500-1	500-1	500-1½
25 miles	Radar transition	all dir	2300	S-dn-3-35	400-1	400-1	400-1
25 miles	Radar transition	all dir	1700	A-dn	800-2	800-2	800-2
(When radar provides 3 mi separation from TV Towers located 7.5 mi NNE of airport.)							
Sector S of ILS localizer	Radar transition	within 15 mi	1500				

Procedure turn E side S crs, 180 Outbnd, 360 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, runway 3, 350-1.8
Crs and distance, facility to airport, runway 35, 009-1.9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 miles, climb to 2000 on NE crs within 20 miles
NOTE: 745 FPM descent required at 110 k
AIR CARRIER NOTE: Take-offs at less than 200-½ NA on runway 14-32

Major Changes: Adds Radar Vectoring. Simplify air carrier note. Revise bearing and distance to straight-in runway.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Memphis, Tenn	Municipal 269'	SBRAZ MEM	1, Amdt 9 14 May 1955	8 13 Jan 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 033° Outbnd, 213° Inbnd, 1700' within 10 miles (NA beyond 10 miles)
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 158-2.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.6 miles, climb to 2000' on SW crs within 13 miles of LFR

Major Changes: Lower missed approach altitude to conform to en route altitude in the area and restrict missed approach to within 13 miles to preclude entry into B airway 14.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Merced, Calif	Merced 155'	MRAWZ MER	1, Amdt 3 26 Nov 1954	2 12 Dec 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Meridian VOR	MEI-LFR	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2
				S-dn-19			500-1

Procedure turn W side NW crs, 334 Outbnd, 154 Inbnd, 1700 within 10 miles. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 156-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 miles, climb to 2000 on SE crs within 20 miles
NOTE: Tower 1000' MSL located 2.5 mi ESE of airport.
CAUTION: Trees 600' 1.7 miles E
300-1 required for take-off, runway 9.
AIR CARRIER NOTE: Take-offs on runways 5-23, 14-32, NA with less than 200-½

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Meridian, Miss	Key Field 297'	SBMRAZ MEI	1, Amdt 6 26 Jan 57	5 15 Jan 1955

Miami VOR	MIA-LFR	264-2.3	1100	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-9R-L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side W crs, 273 Outbnd, 093 Inbnd, 1100 within 10 miles (Non-standard due to traffic)
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, runway 9-R, 086-4.9; runway 9-L, 076-5.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles, climb to 1400 on E crs within 20 miles
Major Changes: Revises courses due to variation change. Adds straight-in approach to runway 9-L.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Miami, Fla	International 9'	SBRAZ MIA	1, Amdt 12 4 Jun 1955	11 25 Mar 54

Bayshore Int	*Flagler Int (Final)	266-6.3	1400	T-dn	300-1	300-1	200-½
Miami LFR	*Flagler Int	086-10.2	1400	C-dn	500-1	500-1	500-1½
Miami VOR	*Flagler Int	086-7.8	1400	S-dn-27L-R	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

*Flagler Int is the intersection of the E crs of MIA LFR and a bearing 336° to Marine Miami Rbn. (To be shown on AL Chart only.)

Procedure turn S side crs, 086 Outbnd, 266 Inbnd, 1400 within 10 mi. E of Bayshore Int. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, over *Flagler Int 1400'
Crs and distance, facility to airport, runway 27-L from *Flagler Int 266-3.9; runway 27-R from *Flagler Int 280-3.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles, climb to 1100 on W crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Miami, Fla	International 9'	SBRAZ MIA	2, Orig 19 Mar 1955	None

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of NE crs, 011 Outbnd, 191 Inbnd, 1200' within 10 miles
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 165-0.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.3 miles, climb to 1500' on SW crs within 20 miles
Major Changes: New Procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Middleton Island, Alaska	Middleton Island 70'	SBRAZ MDO	1, Orig 31 May 1956	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Midland VOR	MAF-LFR	200-7.5	4200	T-dn	300-1	300-1	*200-½
				C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*AIR CARRIER NOTE: 300-1 required on runways 16L and 34R

Procedure turn S side of SW crs, 229 Outbnd, 049 Inbnd, 4300 within 10 miles. Beyond 10 mi NA.

Minimum Altitude over facility on final approach crs, 3800'

Crs and distance, facility to airport, 049-3.3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 miles, climb to 4000 on SE crs of LFR within 20 miles.

NOTE: This procedure not approved for ADF approach.

Major Changes: Raises procedure turn and transition altitudes. Increases missed approach limiting distance.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Midland, Texas	Air Terminal 2867'	BMRLZ MAF	1, Amdt 7 16 Jul 1955	6 24 Mar 54

MLS-VOR	MLS-LFR	012-1.5	4500	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-2	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 235 Outbnd, 055 Inbnd, 4500 within 10 miles

Minimum Altitude over facility on final approach crs, 3500'

Crs and distance, facility to airport, 055-1.9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 miles, climb to 4300' E crs within 17 miles of MLS LFR

Major Changes: New Format and correct crs to LFR from VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Miles City, Mont	Municipal 2631'	SBMRAZ MLS	1, Amdt 7 26 Nov 1954	6 19 Jul 54

				T-dn	400-1	400-1	400-1
				C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 100 Outbnd, 280 Inbnd, 1800' within 10 miles

Minimum Altitude over facility on final approach crs, 1300'

Crs and distance, facility to airport, 292-1.4

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.4 miles, climb to 2500' on SW crs of the Millinocket Radio Range within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Millinocket, Maine	Millinocket 408'	SBRAZ MLT	1, Amdt 4 18 Jun 1954	3 13 Jul 51

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 337 Outbnd, 157 Inbnd, 1600 within 10 mi (Not authorized beyond 10 mi due to traffic.

Minimum Altitude over facility on final approach crs, 1100'

Crs and distance, facility to airport, 144-3.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles, climb to 1500' (or higher altitude when directed by ATC) on SE crs within 20 Miles

NOTE: Night operations authorized on E-W and NW-SE runways only

City and State	Airport Name & Elev.	Fac. Class & Ident	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Millville, N J	Millville 87'	SBRAZ MIV	1, Amdt 5 1 Dec 1953	4 23 May 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
MKE VOR	MKE-LFR	125-21.3	2300	T-dn	300-1	300-1	200-½
Franksville FM (Final)	MKE-LFR	359-8.7	1400	C-dn	600-1	600-1	600-1½
Int MKE VOR 086R & N crs	MKE-LFR	173-13.0	2700	S-dn-1	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of S crs, 179 Outbnd, 359 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 356-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 miles, climb to 2700' on N crs MKE-LFR, or when directed by ATC, make left climbing turn, climb to 2500' on W crs MKE-LFR within 20 miles.
Major Changes: MKE VOR relocated. Transitions revised. New format on minimums & conversion to nautical miles. Kenosha and Genessee FM transitions deleted.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Milwaukee, Wisc	General Mitchell 698'	SBRAZ MKE	1, Amdt 9 9 May 1956	8 10 Jul 54

				T-dn	300-1	300-1	300-1
				C-dn	800-1	800-1	800-1½
				A-dn	900-2	900-2	900-2

Procedure turn E side SE crs, 126 Outbnd, 306 Inbnd, 2100 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 146-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn left, climb to 3100' on SE crs, Minchumina LFR within 20 miles
NOTE: This procedure not authorized for ADF approach
SHUTTLE on SE crs to 3100' within 20 miles
Major Changes: Delete departure procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Minchumina, Alaska	Minchumina 707'	BMRL MHM	1, Amdt 4 14 Apr 1956	3 15 Apr 54

Hastings FM (Final)	MSP-LFR	299-8.5	1700	T-dn	300-1	300-1	200-½
Hamel FM	MSP-LFR	119-21.0	2500	C-dn	500-1	500-1	500-1½
Minneapolis VOR	MSP-LFR	146-19.4	2500	S-dn-29L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side SE crs, 119 Outbnd, 299 Inbnd, 2200 within 10 miles
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 290-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, climb to 2600' on NW crs MSP-LFR to Hamel FM or when directed by ATC, make left climbing turn to 2200' proceeding out SW crs MSP-LFR to Jordan FM or make left climbing turn to 2200' and return to MSP-LFR.
Major Changes: Changes missed approach procedure altitude from 2500' to 2600'.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Minneapolis, Minn	Minneapolis-St Paul International (Wold-Chamberlain Field) 840'	SBRAZ MSP	1, Amdt 9 7 Jan 56	8 19 Nov 55

MOT VOR	MOT-LFR	209-4.8	2900	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-30	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of SE crs, 122 Outbnd, 302 Inbnd, 2900' within 10 miles
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport, 305-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles, climb to 3500' on NW crs within 20 miles of MOT LFR
NOTE: ADF approach not authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Minot, N Dak	Port O'Minot 1723'	BMRLZ MOT	1, Amdt 5 17 Jul 1954	4 1 Aug 50

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Alberton FM	MSO-LFR (Final)	096-12.5	6200	T-dn	2500-2	2500-2	2500-2
				C-dn	3000-2	3000-2	3000-2
				A-dn	3000-2	3000-2	3000-2

Procedure turn N side on NW crs, 276 Outbnd, 096 Inbnd, 8300 within 10 miles (Non-standard due to terrain)

Minimum Altitude over facility on final approach crs, 6200'

Crs and distance, facility to airport, 121-1.3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.3 miles, turn right and climb to 9000' on NW crs 276° Outbnd within 10 miles of MSO LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff Date	Sup. Amdt. No. Dated
Missoula, Mont	Missoula County 3203'	SBMRAZ MSO	1, Amdt 4 16 Aug 1954	3 17 Feb 50

Moline VOR	MLI-LFR	Direct	2300	T-dn	300-1	300-1	200-½
				C-dn	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

Procedure turn S side of W crs, 265 Outbnd, 085 Inbnd, 2000 within 10 miles

Minimum Altitude over facility on final approach crs, 1600'

Crs and distance, facility to airport, 140-9.3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles of MLI-LFR, climb to 2300' on E crs within 20 miles

CAUTION: Radio Tower 1068 MSL 6 miles NW of airport. Radio tower 1067' MSL 5 miles NE of airport. Radio tower 1310' MSL 7 miles NNE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Moline, Ill	Quad City 590'	SBRAZ MLI	1, Amdt 5 15 Apr 1954	4 1 Jun 53

Monroe VOR	MLU-LFR	047-1.7	1300	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-4-dn	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 205 Outbnd, 025 Inbnd, 1400 within 10 miles. Beyond 10 miles NA

Minimum Altitude over facility on final approach crs, 800'

Crs and distance, facility to airport, 025-2.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.6 miles, climb to 1400 on NE crs within 10 miles.

CAUTION: 850' TV antenna located 3.2 mi WNW of airport

AIR CARRIER NOTE: No reduction in take-off minimums authorized on runways 4,9,13,31 and 35.

Major Changes: Add transition from VOR. Raise procedure turn altitude and altitude over LFR on final. Lowers 4-engine night straight-in visibility minimum. Adds notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Monroe, La	Selman Field 79'	SBMRLZ MLU	1, Amdt 4 29 Jan 1955	3 1 Feb 51

Montgomery VOR	MXF-LFR	332-10.5	1700	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-d-15	500-1	400-1	400-1
				*S-n	NA	NA	NA
				A-dn	800-2	800-2	800-2

*Night operation Runway 15-33 NA due lack of obstruction and runway lights.

Procedure turn W side N crs, 360 Outbnd, 180 Inbnd, 1700' within 10 miles

Minimum Altitude over facility on final approach crs, 1200'

Crs and distance, facility to airport, 168-4.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles, climb to 1500' on SW crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Montgomery, Ala	Dannelly Field 219'	SBRAZ MXF	1, Amdt 8 13 Jan 1954	7 1 Aug 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Int SW crs Morgantown LFR & N Crs Elkins LFR	MGW-LFR	036-8.3	2600	T-dn	300-1		
				C-d	600-1		
				C-n	600-2		
				A-dn	800-2		

Procedure turn W side NW crs, 320 Outbnd, 140 Inbnd, 2600 within 10 miles
Minimum Altitude over facility on final approach crs, *2100'
Crs and distance, facility to airport, 173-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles, climb to 4000' on SW crs within 20 miles
*CAUTION: 2295' terrain 4 miles SE of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Morgantown, W Va	Morgantown 1256'	SBMRLZ MGW	1, Amdt 1 29 May 1954	Orig 10 Feb 49

Int E crs Otto LFR and SW crs Las Vegas LFR	OTO-LFR	254-21.5	8500	T-d	500-1		
				T-n	500-2		
				C-d	1000-1		
				C-n	1000-2		
				A-dn	1000-2		

Procedure turn E side S crs, 164 Outbnd, 344 Inbnd, 8000 within 10 miles
Minimum Altitude over facility on final approach crs, 7200'
Crs and distance, facility to airport, 074-0.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 9500' on E crs within 20 miles
NOTE: ADF procedure not authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Moriarty, N Mex	Otto Airport 6226'	BMRLZ OTO	1, Amdt 3 19 Apr 1954	2 1 Aug 50

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side E crs, 069 Outbnd, 249 Inbnd, 1100 within 10 miles
Minimum Altitude over facility on final approach crs, see missed approach
Crs and distance, facility to airport, 057-2.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
5 miles E of range station following procedure turn, climb on crs of 196° to intercept S crs, thence climb to 3600' on S crs within 20 miles.
NOTE: Procedure not approved for ADF approach.
CAUTION: Terrain 1600' 3½ mi NW, and 800' 2½ mi W rising to 1200' 3 mi W of Moses Point LFR.
Major Changes: Procedure to conform with realignment of range crs. Deletes departure procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Moses Point, Alaska	Moses Point 14'	BMRLZ MOS	1, Amdt 4 5 Mar 1955	3 19 May 54

Muscle Shoals VOR	MSL-LFR	038-0.9	1700	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-29	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side SE crs, 131 Outbnd, 311 Inbnd, 1900' within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 282-3.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles, climb to 2000' on W crs within 20 miles.
CAUTION: Transmission line poles 654' MSL located 1.5 miles E of approach end of runway 29.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Muscle Shoals, Ala	Muscle Shoals 548'	SBRAZ MSL	1, Amdt 5 28 Jun 1954	4 20 Nov 51

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
MKG-VOR	MKG-LFR	102-0.7	1800	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-32	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 137 Outbnd, 317 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 317-2.1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.1 miles, climb to 2000' on NW crs MKG LFR within 10 miles

Major Changes: Distances and altitudes revised. Minimums format. Missed approach revised to avoid restricted area.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Muskegon, Mich	Muskegon County 628'	SBMRLZ MKG	1, Amdt 7 26 Nov 1955	6 20 Dec 53

Lebanon Int	BNA-LFR	246-15.0	2000	T-dn	300-1	300-1	200-½
Mt. Juliet FM (Final)	BNA-LFR	246-8.3	1200	C-dn	400-1	500-1	500-1½
Walter Hill FM	BNA-LFR	309-17.0	1900	S-dn-23	400-1	400-1	400-1
Nashville VOR	BNA-LFR	339-4.1	1700	A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 066 Outbnd, 246 Inbnd, 1700 within 10 miles
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 249-2.2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.2 miles, climb to 3000 on SW crs within 20 miles
AIR CARRIER NOTE: Take-off with less than 200-½ NA runway 15
Major Changes: Raises missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Nashville, Tenn	Berry Field 606'	SBRAZ BNA	1, Amdt 8 7 Jan 1956	7 14 May 55

Needles VOR	EED-LFR	273-6.5	4500	T-d	1000-2	1000-2	1000-2
				T-n	1000-3	1000-3	1000-3
				C-d	1000-2	1000-2	1000-2
				C-n	1000-3	1000-3	1000-3
				A-d	1000-2	1000-2	1000-2
				A-n	1000-3	1000-3	1000-3

Procedure turn W side N crs, 348 Outbnd, 168 Inbnd, 4000 within 10 miles
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 196-1.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0.0 miles, turn left (E) climb to 7000' on N crs within 20 miles of LFR
SHUTTLE: To 5000' on S crs within 20 miles
NOTE: ADF procedure not authorized
Major Changes: New Format.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Needles, Calif	Municipal 990'	BMRLZ EED	1, Amdt 4 12 Feb 1955	3 6 Aug 54

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				*T-dn	300-1	300-1	300-1
				C-dn	700-1	700-1	700-1½
				A-dn	900-2	900-2	900-2

*500-1 required for take-off runway 30

Procedure turn W side SW crs, 216 Outbnd, 036 Inbnd, 1500' within 10 miles (Non-standard due to terrain).
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 303-2.1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0.0 miles, turn right climb to 4800' on SW crs Nenana LFR within 20 miles
CAUTION: Terrain 1600' MSL 2.0 miles N of airport
NOTE: This procedure not authorized for ADF approach
Major Changes: Departure procedure deleted. Lower final approach altitude over facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Nenana, Alaska	Nenana 360'	BMRLZ ENN	1, Amdt 6 7 Apr 1956	5 26 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-d	300-1	300-1	300-1
				C-d	800-1½	800-1½	800-1½
				A-d	1000-2	1000-2	1000-2

Procedure turn S side SW crs, 231 Outbnd, 051 Inbnd, 1500' within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 080-9.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 9.0 miles, make climbing right turn to 1500' and return to Bridgeport LFR
NOTE: ADF approach not authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New Haven,Conn	Municipal 15'	MRLWZ BDR	1, Orig 23 Jun 1956	None

Bayou St. John FM (Final)	MSY-LFR	253-6.4	900	T-dn	300-1	300-1	200-½
New Orleans VOR	MSY-LFR	060-4.8	1400	C-dn	500-1	500-1	500-1½
Madisonville FM	MSY-LFR	173-2.8	1400	S-dn-28	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring approved from any point in terminal area to LFR at transition altitude of 1500'. Radar control must provide 3 mi lateral or 1000 vertical separation from 623 and 978 radio towers located 9 mi SE and 13 mi ESE of MSY LFR.

Procedure turn N side E crs, 073 Outbnd, 253 Inbnd, 1400 within 10 miles
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 267-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.7 miles, climb to 1400' on W crs within 20 miles, or when directed by ATC, turn left, climb to 1400' on S crs within 20 miles.
CAUTION: 409' WWL Radio Antenna located 2.7 miles N of airport. 449' electric transmission towers located 3.9 miles S of LFR or 5.0 miles SE of airport.
Major Changes: Adds striaght-in approach from Bayou St. John FM

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New Orleans,La	Moisant International 3'	SBRAZ MSY	1, Amdt 6 30 Aug 1954	5 17 Oct 51

Madisonville FM	MSY-LFR	173-28	1400	T-dn	300-1	300-1	200-½
New Orleans VOR	MSY-LFR	060-4.8	1400	C-dn	400-1	500-1	500-1½
Int 360 bearing to La Place MHW & W crs MSY LFR	LOM (Final)	092-7.6	900	S-dn-10	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring approved from any point in terminal area to LFR at transition altitude of 1500'. Radar control must provide 3 mi lateral or 1000' vertical separation from 623' and 978' radio towers located 9 mi SE and 13 mi ESE of MSY LFR.

Procedure turn S side of W crs, 272 Outbnd, 092 Inbnd, 1400 within 10 of LOM. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 900' over LOM
Crs and distance, facility to airport 092-3.4 from LOM
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.4 miles of LOM, climb to 1400' on E crs within 20 miles, or when directed by ATC, turn right, climb to 1400' on S crs within 20 miles.
CAUTION: 409' WWL Radio Antenna located 2.7 miles N of airport. 449' electric transmission towers 3.9 mi S of LFR or 5.0 miles SE of airport.
Major Changes: Substitutes La Place MHW for FM lower final approach altitudes. Adds caution notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New Orleans,La	Moisant International 3'	SBRAZ MSY	2, Amdt 6 10 Sep 1954	5 1 Feb 52

				T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 102 Outbnd, 282 Inbnd, 1500 within 13 miles. NA beyond 13 miles.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 311-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.7 miles, climb to 1500' on W crs Langley LFR or when directed by ATC, make a right climbing turn and proceed to Yorktown MHW on crs of 024°.
CAUTION: This instrument approach procedure is authorized only when ceilings are lower than 3000' and-or visibility is less than 2 miles.
Major Changes: Alternate missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Newport News,Va	Patrick Henry 41'	SBMRAPZ LFI	1, Amdt 2 1 Sep 1955	1 15 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Scotland MHW	IDL-LFR (Final)	042-10.4	700'	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SW crs, 222 Outbnd, 042 Inbnd, 1200 within 10 miles
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 040-2.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 miles, climb to at least 500' on NE crs, make a climbing right turn to 130° intersecting SW crs of the Mitchel LFR and proceed to the Long Beach Int. Contact IDL Approach Control for further instructions.
CAUTION: Circling and straight-in landing minimums do not provide standard obstruction clearance over airport control tower and stack 278' 1.7 mi SSE of runway 1R.
Major Changes: Missed approach revised. Procedure turn distance limited to 10 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	SMRA IDL	1, Amdt 7 8 Dec 1956	6 1 Feb 54

Glen Cove Int	Elmont FM (Final)	218-9	1000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-22	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn *E side NE crs, 038 Outbnd, 218 Inbnd, 1500 within 10 miles of Elmont FM
*Procedure turn conducted E to avoid LaGuardia traffic.
Minimum Altitude over facility on final approach crs, Elmont FM 1000'
Crs and distance, facility to airport, 218-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles after passing Elmont FM climb to 1500' on SW crs IDL LFR and proceed to Scotland Rbn. Contact Idlewild Approach Control for further instructions.
CAUTION: Circling & striaght-in landing minimums do not provide standard obstruction clearance over airport control tower and stack 278 1.7 miles SSE of Runway 1R.
Major Changes: Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	SMRA IDL	2, Amdt 1 8 Dec 1956	Orig 1 Feb 54

Port Chester FM	LGA-LFR (Final)	223-13.9	*1000	T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				S-dn-22	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

*Descent to landing minimums authorized only after passing LaGuardia LFR.

Procedure turn N side NE crs, 043 Outbnd, 223 Inbnd, 1500' within 10 miles
Minimum Altitude over facility on final approach crs, *1000 (*800 authorized after NewRochelle MHW)
Crs and distance, facility to airport, 223-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 miles, after passing LaGuardia LFR, climb to 1500 on SW crs of LaGuardia LFR or (when directed by ATC) (2) climb to a higher altitude or (3) make a climbing left turn to 1500 return to New Rochelle MHW, or (4) if unable to proceed from New Rochelle MHW with 3 miles visibility and clear of all clouds, make a climbing right turn to 1500 and return to New Rochelle holding pattern.
CAUTION: Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area.
Major Changes: Alternate missed approaches added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	LaGuardia 20'	SBRAZ LGA	1, Amdt 5 16 Jun 1956	4 22 Oct 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Flatbush FM	LOM (Final)	043-6.3	*1200	T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				S-dn-4	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 223 Outbnd, 043 Inbnd, 1500' S of FBH MHW but within 10 miles of LOM
Minimum Altitude over facility on final approach crs, *1200 (over LGA OM)
Crs and distance, facility to airport, 043-3.9 (from LGA OM)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles of LGA OM, climb to 1500' on NE crs LGA LFR or (when directed by ATC) (2) climb to a higher altitude or (3) make a climbing right turn to 1500 and return to Flatbush FM.
* Descent to landing minimums authorized after passing LGA OM.
CAUTION: Standard obstruction clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area.
Major Changes: Alternate missed approaches added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	LaGuardia 20'	SBRAZ LGA	2, Amdt 5 16 Jun 1956	4 22 Oct 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-ry27-dn	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn, non-standard, S side E crs 069 Outbnd, 249 Inbnd, 2100 within 10 miles
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 264-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, climb to 3500' on W crs Nome LFR, holding Twilight "A" within 20 miles
CAUTION: Hold twilight "N" from procedure turn inbnd to station. Terrain 925' to 1447' 4 mi N of final approach crs. Straight-in landing minimums established on condition that final approach to airport be made holding twilight "A" from range station until reaching authorized landing minimums. High intensity approach lights must be in operation during approach and landing under straight-in minimums. Towers 190' MSL 1500' SE of E end of runway 27. 150' terrain 1 3-4 to 2 miles N of final approach crs NW thru N from range station. Towers 400' MSL 2100' WNW of range station.
Major Changes: Correct to nautical miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Nome, Alaska	Nome Airport 37'	SBRAZ OME	1, Amdt 4 26 Apr 1956	3 21 Apr 56

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Deep Check FM	ORF-LFR (Final)	045-8.2	900	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 225 Outbnd, 045 Inbnd, 1400 within 10 miles
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 045-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles, make climbing right turn to 1400' on SW crs within 20 miles, or when directed by ATC, climb to 1500' on NE crs; proceed to Cape Charles Int.
CAUTION: Straight-in landing minimums do not provide standard clearance over 380' tower 1.7 mi SE of LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Norfolk, Va	Norfolk 26'	SBMRLZ ORF	1, Amdt 4 11 Jun 1954	3 1 Feb 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
North Platte VOR	LBF-LFR	029-3.5	4200	T-dn	#300-1	#300-1	*200-½
				C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

AIR CARRIER NOTES: *300-1 required for take-off on Runways 26 and 30. #No reduction in 2-engine or less aircraft take-off minimums authorized on Runways 26 and 30.

Procedure turn E side S crs, 167 Outbnd, 347 Inbnd, 4200 within 10 miles
Minimum Altitude over facility on final approach crs, 3700'
Crs and distance, facility to airport, 352-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 miles, climb to 4500' on N crs within 20 miles
CAUTION: 2983' MSL tower 1.7 miles NW of airport, and 3270' MSL tower 3.9 miles NW of airport.
Major Changes: Limits procedure turn to 10 miles. Adds transition from VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
North Platte Neb	Lee Bird Field 2779'	SBRAZ LBF	1, Amdt 6 15 Dec 1956	5 14 Oct 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side NW crs, 277 Outbnd, 097 Inbnd, 2700' within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 097-1.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 6400' on SE crs Northway LFR within 20 miles
CAUTION: Radio towers 2010' MSL between range station and airport
SHUTTLE: 4200' on S side of NW crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Northway, Alaska	Northway 1716'	SBRAZ ORT	1, Amdt 6 14 Jan 1956	5 24 Jun 54

Baypoint FM	OAK-LFR	Direct	3000	T-dn	300-1	300-1	**200-½
Evergreen FM-H	OAK-LFR	Direct	3500	C-dn	500-1	600-1	600-1½
*Freemont FM-H	OAK-LFR	Direct	1500	S-dn-27L-R	500-1	500-1	500-1
Mt. Eden Int (Int of SE crs OAK LFR and Bearing 047° to Hayward RBN.)	OAK-LFR (Final)	Direct	500-	A-dn	800-2	800-2	800-2

*Minimum Altitude day or night IFR or on top, for leaving Freemont FM-H inbnd on final is 3500'
**300-1 required for take-off runway 33.

Procedure turn #S side SE crs, 124 Outbnd, 304 Inbnd, 1500 within 7 miles (Beyond 7 miles not authorized)
Procedure turn South for more favorable terrain. Maneuvering limited to 4.34 mi on S side of SE crs due to traffic confliction.
Minimum Altitude over facility on final approach crs, 500'
Crs and distance, facility to airport, on airport (NW corner)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2000' on NW crs of OAK LFR within 13.5 miles (Richmond Int). All maneuvering W of crs. Missed or aborted approach must not cross OAK LFR above 1500'.
CAUTION: High terrain (Mt. Diablo 3925' MSL) 6 miles SE of NE crs 15 miles from OAK LFR. Also high terrain paralleling SE crs on NE side. Std obstruction clearance not provided on final or missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oakland, Calif	Met Oakland Int 5'	SBRAZ OAK	1, Amdt 5 5 Feb 1955	4 1 Dec 53

Corinne FM-HW	OGD-LFR	152-19.9	10000	T-dn	400-1	400-1	
Layton FM	OGD-LFR (Final)	332-10.0	5300	C-d	800-2	800-2	
Ogden VOR	OGD-LFR	061-0.9	11000	C-n	800-3	800-3	
Huntsville FM	OGD-LFR	244-16.5	11000	A-d	800-2	800-2	
				A-n	800-3	800-3	

Procedure turn W side S crs, 152 Outbnd, 332 Inbnd, 7500 within 10 miles
Minimum Altitude over facility on final approach crs, 5300'
Crs and distance, facility to airport, 106-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 9000' on W crs Ogden LFR within 20 miles
SHUTTLE: To 10,000' on N crs within 20 miles. All turns W of crs
AIR CARRIER NOTE: Sliding scales NA except that landings are authorized down to 1 mile visibility, provided ceiling is unlimited and top of visibility restriction is below 7500' MSL.
Major Changes: Add transition altitude from Huntsville FM

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ogden, Utah	Municipal 4455'	SBRAZ OGD	1, Amdt 4 12 Nov 1955	3 12 Feb 55

Mustang FM	OKC-LFR (Final)	075-7.0	2000	T-dn*	300-1	300-1	200-½
Bethany Int	OKC-LFR	180-6.7	2500	C-dn	400-1	500-1	500-1½
Oklahoma City VOR	OKC-LFR	102-6.9	2500	A-dn	800-2	800-2	800-2

*300-1 required for take-off runways 8-26
Radar transition altitudes within 20 mi of Will Rogers Field - 0-90 3800; 90-180 2700; 180-360 2800.

Procedure turn S side crs, 255 Outbnd, 075 Inbnd, 2500 within 10 miles
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 078-1.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.4 miles, climb to 2700 on E crs of OKC LFR within 20 miles
Major Changes: Revise altitudes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City, Oklahoma	Will Rogers 1283'	SBRAZ OKC	1, Amdt 7 28 Jul 1956	6 24 Sep 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
California FM	OMA-LFR (Final)	Direct	1900	T-dn	300-1	300-1	200-½##
				C-d	500-1½	500-1½	500-1½
				C-n	500-1½	500-2	600-2
				S-d	400-1	400-1	400-1
				S-n-14L	400-1½	400-1½	400-1½
				A-dn	800-2	800-2	800-2

NOTE: After take-off, climb to 2000' MSL prior to proceeding in westerly direction.
##300-1 take-off minimums required except on Runways 14L, 32R, 17L and 35R
AIR CARRIER NOTE: Reduction in take-off minimums authorized on Runways 14L, 32R, 17L, and 35R only.

Procedure turn W side N crs, 334 Outbnd, 134 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 139-4.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 miles, climb to 2700' on SE crs within 20 miles, (2) climb to 2500' on SE crs, proceed to E crs OMA-LFR at 2600' within 20 miles, (3) climb to 2500' on SE crs and intercept ADF track 090° Outbnd from OMA-LFR within 20 miles.
CAUTION: Bluff 1339' MSL 1.3 miles E of airport. TV Towers 1739' MSL 4.6 miles WNW and 1705' MSL 2.6 miles SW, stack 1132' MSL 0.7 mile SSE of LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Omaha, Nebr	Omaha 982'	SBRAZ OMA	1, Amdt 11 15 Dec 1956	10 1 Jul 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Oviedo FM	ORL-LFR (Final)	220-8.3	700	T-dn	300-1	300-1	200-½
Orlando VOR	ORL-LFR	037-3.5	1500	C-dn	400-1	500-1	500-1½
				S-dn-22	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side NE crs, 040 Outbnd, 220 Inbnd, 1200 within 10 miles
Minimum Altitude over facility on final approach crs, 700'
Crs and distances, facility to airport 220-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, climb to 1500' on SW crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Orlando, Fla	Orlando 115'	SBMRLZ ORL	1, Amdt 10 4 Jun 1955	9 11 Feb 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Palacios VOR	PSX-LFR	127-1.7	1300	T-d	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				S-d-13	400-1	500-1	500-1½
				A-d	800-2	800-2	800-2

Procedure turn W side NW crs, 298 Outbnd, 118 Inbnd, 1300 within 10 miles. Beyond 10 miles not authorized.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport 111-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 miles, climb to 1200' on SE crs within 13 miles.
NOTE: This procedure not approved for ADF approach
AIR CARRIER NOTE: Night operations not authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Palacios, Texas	Municipal 13'	BMRLZ PSX	1, Amdt 2 15 Jan 1954	1 28 Mar 52

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1		
				C-dn	600-1½		
				A-dn	800-2		

Procedure turn E side S crs, 165 Outbnd, 345 Inbnd, 1900 within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 357-1.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.4 mi, climb to 2000' on N crs within 20 mi.
NOTE: Airport suitable for aircraft of 65 K or less, two engine or less only

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pembina, N Dak	Intermediate 792'	SBMRAZ PMB	1, Amdt 2 29 Dec 1956	1 17 Mar 50

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Pendleton VOR	PDT-LFR	073-6.3	4000	T-dn	300-1	300-1	200-½
Cabbage Hill FM	PDT-LFR	302-10.5	4800	C-dn	500-1	500-1	500-1½
Athena Int	PDT-LFR (Final)	237-11.6	2400	#S-dn-Ry25	400-1	400-1	400-1
Pendleton LOM	PDT-LFR (Final)	237-2.5	*2000	A-dn	800-2	800-2	800-2

#Straight-in landing minimums applicable only if Pendleton LOM received.

Procedure turn N side of E crs, 056 Outbnd, 236 Inbnd, 3000 within 10 miles. (Non-standard due to terrain)
Minimum Altitude over facility on final approach crs, *2400'
*Descent to 2000' authorized on final after passing Pendleton LOM; if Pendleton LOM not identified, maintain 2400' until reaching Pendleton LFR.
Crs and distance, facility to airport, 259-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.6 miles, climb to 4000' on W crs Pendleton LFR within 20 miles
Major Changes: New Format

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pendleton, Oreg	Pendleton 1493'	SBRAZ PDT	1, Amdt 8 22 Jan 1955	7 23 Dec 53

Pensacola VOR	PNS-LFR	100-8.4	1700	T-dn	300-1	300-1	200-½
Gonzalez LF Int	PNS-LFR	161-9.7	1200	C-dn	400-1	500-1	500-1½
Millview LF Int	PNS-LFR	078-11.5	1700	S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 161 Outbnd, 341 Inbnd, 1200 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 343-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.8 mi, turn right, climb to 1200' on S crs within 10 mi.
CAUTION: Danger area beyond 10 miles
Major Changes: Revise transitions. Revise crs due variation. Convert to nautical miles. Change airport name from Hagler to Municipal.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pensacola, Fla	Municipal 121'	SBRAZ PNS	1, Amdt 9 21 Jul 1956	8 8 Jul 54

Peoria VOR	PIA-LFR	071-5.2	2000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 002 Outbnd, 182 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport 179-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.1 miles, climb to 2300' on S crs within 20 miles
Major Changes: Missed approach altitude raised account 1267' tower. Procedure turn distance reduced to 10 miles. Transition from Peoria VOR added. Missed approach distance limited.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Peoria, Ill	Greater Peoria 659'	SBMRAZ PIA	1, Amdt 4 16 Jun 1956	3 30 Jun 54

				T-dn	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½
				C-n	500-1½	500-1½	500-1½
				S-d	400-1	400-1	400-1
				S-n-24	400-1½	400-1½	400-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 058 Outbnd, 238 Inbnd, 1500 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 238-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.4 mi, make a climbing right turn to 1500' within 10 mi on NE crs.
NOTE: ADF procedure not authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Philadelphia, Pa	North Philadelphia 120'	MLWZ PNE	1, Amdt 6 15 May 1954	5 1 Feb 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Boothwyn FM	PHL-LFR (Final)	080-8	900	T-dn	300-1	300-1	200-½
Radar Terminal Area	Transition Altitudes:			C-dn	400-1	500-1	500-1½
N Quadrant of Philadelphia LFR	Radar Site	within 20 mi	2300	S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
N Quadrant of Philadelphia LFR	Radar Site	within 10 mi	1800				
NW Quadrant of Philadelphia LFR	Radar Site	within 20 mi	2000				
NW Quadrant of Philadelphia LFR	Radar Site	within 10 mi	1500				
SW and SE Quadrants	Radar Site	within 20 mi	1500				

Procedure turn S side W crs, 260 Outbnd, 080 Inbnd, 1800 within 10 miles
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 099-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 2500' on NE crs to Mt. Holly Int or when requested by ATC, make a right climbing turn, proceed to Elmer Int at 1500'.
CAUTION: Standard clearance not provided over obstruction one mile SE of range station. Rate of descent exceeds standard for straight-in approach.
Major Changes: Revises procedure turn altitude and missed approach procedures.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Philadelphia, Pa	Phila International 10'	SBMRAZ PHL	1, Amdt 6 2 Apr 1955	5 26 Feb 55

Philipsburg VOR	PSB-LFR			T-dn	500-1	500-1	
				C-d	600-1	700-1	
				C-n	600-2	700-2	
				A-dn	1000-2	1000-2	

Procedure turn W side NW crs, 343 Outbnd, 163 Inbnd, 3500 within 10 miles
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 169-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, climb to 4500' on S crs within 20 miles
CAUTION: 2300' MSL unlighted hills 2.0 miles to S and SE of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Philipsburg, Pa	Philipsburg 1933'	SBRAZ PSB	1, Amdt 3 30 Nov 1953	2 1 Aug 51

Perryville FM	PHX-LFR	081-26	2600	T-dn	300-1	300-1	200-½
Phoenix VOR	PHX-LFR	261-4.5	2600	C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side E crs, 081 Outbnd, 261 Inbnd, 2600 within 10 miles. 4100' within 20 miles. Beyond 20 miles NA.
Minimum Altitude over facility on final approach crs, 2100'
Crs and distance, facility to airport, 264-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 miles, climb to 5000' on W crs within 20 miles of LFR
SHUTTLE: To 5000' on W or E crs within 20 miles
CAUTION: Hills and tower 2830' 5 miles S of airport
Major Changes: Convert to nautical miles. Missed approach and shuttle distances to 20 miles. Circling visibility for 2-engine aircraft to 1 mile.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Phoenix, Ariz	Sky Harbor 1124'	SBMRAZ PHX	1, Amdt 8 29 Dec 1956	7 24 Mar 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
PIR VOR	PIR-LFR	236-2.2	3000	*T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-2
				S-d-25	400-1	500-1	500-1½
				S-n-25	400-1½	500-1½	500-2
				A-dn	800-2	800-2	800-2

*Take-off to NW restricted to 400-1

Procedure turn S side E crs, 083 Outbnd, 263 Inbnd, 3000 within 10 miles
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 268-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles, turn left, climb to 3500' on W crs within 20 miles
Major Changes: Mileages converted to nautical. Procedure turn distance revised (criteria). Straight-in runway number added. Missed approach distance revised to 20 miles. Preface page restriction deleted.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pierre, S Dak	Pierre 1742'	SBRAZ PIR	1, Amdt 8 16 Jun 1956	7 17 Jul 54

Int SW crs Pittsburgh LFR & NW crs Morgantown LFR	PIT-LFR	044-25	2700	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of SW crs, 224 Outbnd, 044 Inbnd, 2500 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 085-2.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 miles, climb 3000' on SE crs within 10 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pittsburgh, Pa	Allegheny County 1252'	SBRAZ PIT	1, Amdt 7 1 Feb 1954	6 8 Dec 53

PIH - VOR	PIH-LFR	Direct	6500	T-dn	300-1	300-1	200-½
PIH - LOM	PIH-LFR	Direct	6500	C-d	500-1	600-1	600-1½
				C-n	500-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn N side W crs, 236 Outbnd, 056 Inbnd, 6500 within 10 miles. (Nonstd due to terrain).
Minimum Altitude over facility on final approach crs, *4900
*Position must be maintained N of W crs when descending below 5200'. Standard clearance over obstructions not provided.
Crs and distance, facility to airport, 326-0.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles execute climbing left turn, climb to 6500' on W crs within 20 miles of PIH-LFR
CAUTION: High terrain located S of final approach crs and 4675' terrain located 2½ miles SW of PIH -LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pocatello, Idaho	Phillips Field 4448'	BMRLZ PIH	1, Amdt 3 17 Sep 1955	2 29 Jan 54

				T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				*S-dn-15	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

*Deviation from criteria. Rate of descent for exceeds standard.

Procedure turn W side NW crs, 329 Outbnd, 149 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 149-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 miles, climb to 1500' on SE crs within 10 miles
NOTE: ADF procedure not authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Portland, Maine	Portland 60'	BMRLZ PWM	1, Amdt 3 11 Jun 1954	2 17 Feb 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Woodland FM	PDX-LFR	152-19.5	3000	T-dn	300-1	300-1	*200-½
Lacenter FM	PDX-LFR (Final)	152-10.4	1500	C-d	600-1	600-1	600-1½
Stevenson FM	PDX-LFR	244-28.0	6000	C-n	600-1	700-1	700-1½
Washougal FM	PDX-LFR	244-14.9	4000	A-dn	800-2	800-2	800-2
Camas Int	PDX-LFR	244-7.1	2000				
Portland VOR	PDX-LFR	162-6.3	2000				
Sauvies RBN	PDX-LFR	079-9.0	2000				
Hillsboro INT	PDX-LFR	061-10.4	2000				

*300-1 required on runways 7-25, 11, 2-20

Procedure turn W side N crs 332 Outbnd, 152 Inbnd, 2000 within 10 miles. NA beyond 10 miles.

Minimum Altitude over facility on final approach crs, 1500'

Crs and distance, facility to airport, 160-2.9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles, climb to 3000' on S crs, climbing to 2300' within 10 miles of PDX-LFR

NOTE: All fixes within 20 miles of GCA station may be determined by surveillance radar.

Major Changes: Add Portland VOR. Add Sauvies RBN. Add Camas Int. Add Radar note. Remove unnecessary alternate runway note. Modify missed approach. Minor crs and distance corrections. Add Hillsboro Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Portland, Oreg	Portland International 23'	SBRAZ PDX	1, Amdt 7 23 Jul 1955	6 31 Dec 53

West Point Int	POU-LFR (Final)	028-6.4	2100	T-dn	300-1		
				C-dn	600-1½		
				A-dn	800-2		

Procedure turn E side S crs*, 208 Outbnd, 028 Inbnd, 2600 within 10 miles. NA beyond 10 miles.

Minimum Altitude over facility on final approach crs, 2100'

Crs and distance, facility to airport, 002-4.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles, climb to 3000' on N crs within 20 miles

*Shuttle to 3000' on N crs within 20 miles

AIR CARRIER NOTE: Use of airport restricted to 65 K or less, 2-engine or less aircraft

Major Changes: Deletes note restricting air carrier night operations

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Poughkeepsie, N Y	Dutchess County 166'	SBRAZ POU	1, Amdt 7 6 Aug 1955	6 16 Jul 55

Prescott VOR	PRC-LFR	Direct	7000	T-dn	800-2	800-2	800-2
				C-dn	1000-2	1000-2	1500-2
				A-dn	1000-2	1000-2	1500-2

Procedure turn E side NW crs, 322 Outbnd, 142 Inbnd, 7000 within 10 miles

Minimum Altitude over facility on final approach crs, 6500'

Crs and distance, facility to airport, 139-4.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2 miles, turn left, climb to 8000' on NW crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Prescott, Ariz	Municipal 5042'	SBRAZ PRC	1, Amdt 4 12 Jan 57	3 4 Jun 55

Wyoming FM	PVD-LFR (Final)	047-10	*1000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-5L&5R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

CAUTION: *Item 4 does not provide standard clearance over 605' tower 3 miles NW of Wyoming FM.

Procedure turn W side# SW crs, 227 Outbnd, 047 Inbnd, 1600 within 10 miles. NA beyond 10 miles.
#Procedure turn W to avoid Quonset Point traffic. Straight-in minimums do not provide standard clearance over terrain 1 3-4 miles NW of range station.

Minimum Altitude over facility on final approach crs, 1000'

Crs and distance, facility to airport, Runway 5L 047-2.7, runway 5R 053-2.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 miles, climb to 1000' on crs 047, then make a climbing right turn and return to Providence LFR at 1700'. Alternate missed approach (when directed by ATC) climb to 2700' on SW crs Squantum LFR.

Major Changes: Deviations from criteria added. ADF procedure not authorized. Straight-in to Runway 5R added. Procedure turn limited to 10 miles. Night visibility minimum revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Providence, R I	Green Airport 56'	SBMRLZ PVD	1, Amdt 4 6 Aug 1955	3 8 Nov 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Pub VOR	PUB-LFR	Direct	6600	T-dn	300-1	300-1	*200-½
St Charles FM	PUB-LFR (Final)	Direct	5800	C-d	800-1	800-1	800-1½
				C-n	800-2	800-2	800-2
				A-dn	800-2	800-2	800-2

*300-1 required on Runways 26 and 35.

Procedure turn E side of South crs, 149 Outbnd, 329 Inbnd, 6600' within 10 mi. 7500' within 20 mi.
Minimum Altitude over facility on final approach crs, 5800'
Crs and distance, facility to airport, 042-7.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.6 miles, turn right and climb to 6000' on E crs within 20 miles of PUB LFR
NOTE: Alternate missed approach when directed by ATC: turn left and climb to 8000' on N crs within 20 miles of PUB LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pueblo, Colo	Pueblo Memorial 4725'	SBRAZ PUB	1, Amdt 1 3 Dec 1955	Orig

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				T-d	1000-2		
				C-d	1500-2		
				A-d	2000-2		

Procedure turn N side E crs, 073 Outbnd, 253 Inbnd, 5000 within 10 miles
Minimum Altitude over facility on final approach crs, 3700'
Crs and distance, facility to airport, 248-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 miles, climb to 7000' on SW crs within 20 miles
NOTE: Night operations not authorized. Air carrier use not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pulaski, Va	Loving 2200'	SBMRAZ PSK	1, Amdt 1 29 Dec 56	Form 1725 5 April 48

Raleigh BVOR	RDU-LFR	343-6.9	2000	T-dn	300-1	300-1	200-½
Knightdale FM	RDU-LFR (Final)	299-9.6	1200	C-dn	400-1	500-1	500-1½
				S-dn-32	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side SE crs, 119 Outbnd, 299 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 296-3.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 miles, climb to 2000' on NW crs within 25 miles, or when directed by ATC, climb to 1800' on NE crs within 20 miles.
Major Changes: Lower final approach altitude. Reduce procedure turn distance. Indicate new format for ceiling and visibility minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Raleigh, N C	Raleigh-Durham 435'	SBRAZ RDU	1, Amdt 8 26 Nov 1955	7 24 Mar 54

RAP-VOR	RAP-LFR	310-5.8	4500	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 075 Outbnd, 255 Inbnd, 4400 within 10 miles. (Procedure turn non-standard to avoid Air Force jet traffic.)
Minimum Altitude over facility on final approach crs, 3900'
Crs and distance, facility to airport, *104-1.6
*Airport located between point of completion of procedure turn and RAP-LFR
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, make left climbing turn, climb to 4500' on S crs within 20 miles.
CAUTION: Rising terrain to 3447' MSL 3 miles N of airport
NOTE: Aircraft larger than 2-engine or less, 65 K or less restricted to NW-SE runway.
Major Changes: VOR relocated. Limits distance procedure turn. Revises missed approach

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rapid City, S Dak	Rapid City 3172'	SBRAZ RAP	1, Amdt 8 23 Jun 1956	7 17 Dec 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
RAP LFR	RAP-LFR	*Int 075-4.8	4400	T-dn	300-1	300-1	200-½
				#C-dn	600-1	600-1	600-1½
RAP VOR	RAP-LFR	*Int 001-5.0	4400	A-dn	800-2	800-2	800-2

Procedure turn S side E crs, 075 Outbnd, 255 Inbnd, 4400 within 10 miles of RAP LFR
Crs and distance, facility to airport, *Int to airport 241-3.3
Minimum Altitude over facility on final approach crs, minimum Altitude over *Int 4400'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 miles, make climbing left turn, climb to 4500' on S crs LFR within 20 miles
CAUTION: Rising terrain to 3447' MSL 3 miles N of airport
NOTE: Procedure authorized only to those aircraft equipped to receive *Int. Aircraft larger than 2-engine or less, 65 K or less restricted to NW-SE runway.
*Int E crs RAP-LFR & R-001 RAP-VOR
#if *Int not received minimums of 700' apply.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rapid City, S Dak	Rapid City 3172'	SBRAZ RAP	2. Orig 3 Nov 1956	None

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				T-d	500-1		
				*T-n	1500-3		
				C-d	1500-3		
				C-n	2000-5		
				A-d	1500-3		
				A-n	2000-5 BCOB		

*Night take-off authorized on Runway 22 only.

Procedure turn N side of E crs, 8600' within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 8300'
Crs and distance, facility to airport, 257-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 10,000' on W crs SIR LFR within 20 miles
RESTRICTIONS: Night operation authorized only when obstruction lights on hills NE of airport are operating.
NOTE: High unlighted terrain surrounding airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rawlins, Wyo	Municipal 6784'	SBRAZ SIR	1, Amdt 6 26 May 1956	5 1 Aug 52

				T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				S-dn-33	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn, E side S crs, 158 Outbnd, 338 Inbnd, 2000' within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 325-2.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.2 miles, turn right, climb to 2000' on S crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Red Bluff, Calif	Bidwell Field 354'	SBRAZ RBL	1, Amdt 5 31 Dec 1953	4 1 Aug 52

RDM - VOR	RDM-LFR	287-4.1	6000	T-dr	300-1	300-1	200-½
				C-d	700-1	700-1	700-1½
				C-n	700-1½	700-1½	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side NW crs, 282 Outbnd, 102 Inbnd, 6000 within 10 miles. NA beyond 10 miles. (Procedure turn N for more favorable terrain)
Minimum Altitude over facility on final approach crs, 4600'
Crs and distance, facility to airport, 102-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles, turn right and climb to 7000' on S crs of RDM - LFR within 13 miles.
SHUTTLE: To 7000' on SE crs within 10 miles of RDM - LFR
Major Changes: Add RDM-VOR. Limit procedure turn to 10 miles. Change Shuttle to SE crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Redmond, Oreg	Roberts Field 3077'	SBRAZ RDM	1, Amdt 5 29 Oct 1955	4 12 Jul 50

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Wadsworth FM	RNO-LFR	229-23.0	9000	T-dn	1000-2	1000-2	1000-2
Reno VOR	RNO-LFR	264-5.4	9000	C-dn	2000-3	2000-3	2000-3
Int W crs RNO LFR & 353 brng to Stead AFB "H" (Faro Int)	RNO-LFR	049-7.0	9000	A-dn	2500-3	2500-3	2500-3

Procedure turn E side N crs, 342 Outbnd, 162 Inbnd, 9000 within 10 miles. NA beyond 10 miles. (Procedure turn E for more favorable terrain.)
Minimum Altitude over facility on final approach crs, 6800'
Crs and distance, facility to airport, 162-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, make immediate right turn and climb to 9000' on N crs within 15 miles
SHUTTLE: N crs to 10,000' within 20 miles
Major Changes: Change airport name. Provide additional transition. Reduce procedure turn altitude and distance. Change direction of turn in missed approach. Revise altitude over facility. Reduce ceiling and visibility minimums due to additional fixes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Reno, Nev	Municipal 4404'	SBRAZ RNO	1, Amdt 4 30 Jul 1955	3 15 Feb 54

Wadsworth FM	RNO-LFR	229-23.0	9000	T-dn	1000-2	1000-2	1000-2
Reno VOR	RNO-LFR	264-5.4	9000	C-dn	1500-3	1500-3	1500-3
Faro Int (W crs RNO LFR & 353 brng to Stead AFB "H"	RNO-LFR	049-7.0	9000	A-dn	2000-3	2000-3	2000-3
Bingo Int	RNO-LFR	162-10.3	6800				

Procedure turn E side N crs, 342 Outbnd, 162 Inbnd, 9000 within 10 miles. NA beyond 10 miles. (Procedure turn E for more favorable terrain.)
Crs and distance, facility to airport, 162-2.3
Minimum Altitude over facility on final approach crs, *6800'
*After passing Black Jack Int on final descent to cross RNO LFR at 6000' authorized.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, make immediate right turn and climb to 9000' on N crs within 15 miles
SHUTTLE: N crs to 10,000' within 20 miles or in the Bingo Holding Pattern to 9500'
Major Changes: Designate Int. Revises note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Reno, Nev	Municipal 4411'	SBRAZ RNO	2, Amdt 1 24 Mar 1956	Orig 30 Jul 55

Chester FM	RIC-LFR (Final)	038-8	700	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-2	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side SW crs, 218 Outbnd, 038 Inbnd, 1500 within 10 miles. (Non-standard to avoid obstruction)
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 018-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
within 1.7 miles, climb to 1500' on N crs Richmond LFR within 10 miles
Major Changes: Direction of procedure turn revised. Deviation removed, procedure complies with new criteria.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Richmond, Va	BYRD Field 167'	SBRAZ RIC	1, Amdt 4 6 Aug 1955	3 1 Apr 54

Red Hill FM	ROA-LFR (Final)	Direct	2700*	T-dn	1000-2	1000-2	1000-2
				C-d	1500-2	1500-2	1500-2
				C-n	2000-2	2000-2	2000-2
				A-dn	2500-2	2500-2	2500-2

Procedure turn, E side S crs, 169 Outbnd, 349 Inbnd, 4600 within 10 miles of Red Hill FM
Minimum Altitude over facility on final approach crs, 2700*
* Maintain 4600 until after passing Red Hill F M, after which cross ROA LFR at authorized minimums.
Crs and distance, facility to airport, 349-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 5000' on N crs within 13 miles of LFR, maintaining at least 500' per minute rate of climb. Return to Roanoke LFR at 5000'. If unable to maintain 500' per minute climb, notify ATC and make right turn climbing to 5000' on S crs.
AIR CARRIER NOTE: Take-off on Runway 33 and landing on Runway 15 not authorized at night. Sliding scale not authorized. No reduction in landing visibility minimums authorized due to local visibility conditions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Roanoke, Va	Woodrum Field 1174'	SBRAZ ROA	1, Amdt 8 1 Apr 1954	7 14 Sep 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Rochester VOR	RST-LFR	069-3.7	2400	T-dn	300-1	300-1	200-½
Stewartville FM	RST-LFR (Final)	350-7.5	1900	C-dn	500-1	600-1	600-1½
				S-dn-35	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 170 Outbnd, 350 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 350-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.3 miles, climb to 2800' on N crs or if directed by ATC, make left climbing turn to 2800; proceed out W crs RST-LFR within 20 miles.
AIR CARRIER NOTE: Sliding scale not authorized.
Major Changes: Airport name revised. Procedure turn revised to delete distance beyond 10 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rochester, Minn	Lobb Field 1041'	SBMRLZ RST	1, Amdt 9 27 Aug 1955	8 20 Nov 53

				T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 118 Outbnd, 298 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 298-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.9 miles, climb to 2000' on W crs within 20 miles.
AIR CARRIER NOTE: Take-offs on Runway 12 and landing on Runway 30 not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rochester, N Y	Rochester-Monroe County 560'	SBMRLZ ROC	1, Amdt 3 1 Apr 54	2 19 Nov 51

Janesville VOR	RFD-LFR	173-13.7	2000	T-dn	300-1	300-1	200-½
				C-dn	700-2	700-2	700-2
				S-dn-18	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn N side NW crs, 312 Outbnd, 132 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 179-7.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 7.6 miles, make left turn, climb to 2100' on SE crs and return to RFD LFR
Major Changes: Janesville VOR relocated. Initial approach crs distance and altitude revised. Final approach crs revised. Procedure turn limited to 10 miles criteria. Ceiling and visibility format revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rockford, Ill	Greater Rockford 734'	SBRAZ RFD	1, Amdt 3 19 Nov 1955	2 9 Jul 54

Point of Rocks FM	RKS-LFR (Final)	246-15.1	8700	T-dn	300-1	300-1	#200-½
Ils Outer Marker	RKS-LFR (Final)	246-1.5	*8200	C-d	##500-1	500-1	500-1½
				C-n	##500-2	500-2	500-2
				S-d-25	##500-1	500-1	500-1½
				S-n-25	##500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

#300-1 required for night take-off on all runways except 7-25
*Descent to 8200' authorized if ILS outer marker aural and visual signal received
##400-1 day, 400-2 night authorized if final approach made from outer marker

Procedure turn N side E crs, 066 Outbnd, 246 Inbnd, 9200 within 10 miles
Minimum Altitude over facility on final approach crs, *8700'
Crs and distance, facility to airport, 246-2.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.5 miles, climb to 10,000' on W crs RKS-LFR within 20 miles
Major Changes: Distance in nautical miles. Speeds in knots. Correct crs and distances. Procedure turn limited to 10 mi. Missed approach limited to 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rock Springs, Wyo	Municipal 6752'	SBRAZ RKS	1, Amdt 5 22 Dec 1956	4 18 Jan 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Roswell VOR	ROW-LFR	094-9.0	5500	T-dn	300-1	300-1	*200-½
				C-dn	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

*300-1 on Runway 12

Procedure turn E side SE crs, 123 Outbnd, 303 Inbnd, 5000 within 10 miles
Minimum Altitude over facility on final approach crs, 4500'
Crs and distance, facility to airport, 312-7.9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.9 miles, climb to 5500' on NW crs Roswell LFR within 20 miles

Major Changes: Add transition from ROW-VOR. Limit procedure turn distance. Reduce missed approach altitude. Variation changed to 12° E.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Roswell, N Mex	Roswell 3621'	SBMRAZ ROW	1, Amdt 5 26 Nov 1955	4 29 Jan 54

				T-dn	300-2	300-3	300-3
				C-dn	500-2	500-3	500-3
				A-dn	800-2	800-2	800-2

NOTE: Instrument approach to be conducted in accordance with latest USAF instrument approach procedure as contained on Chart AL-354-RNG.
Major Changes: Establishes civil minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Roswell, N Mex	Walker AFB 3666'	SBMRAZ ROW	1, Amdt 5 3 Dec 1955	4 17 Mar 54

Roseville Int - Int NE crs SAC LFR & 261 brng to McClellan H	SAC-LFR	203-20.5	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
Galt Int	DTV-LFR	308-15.8	1200	A-dn	800-2	800-2	800-2
Rio Int	DTV-LFR	019-22.6	1200				
Clarksburg FM	DTV-LFR (Final)	019-8.9	700				

Procedure turn E side SW crs, 199 Outbnd, 019 Inbnd, 1200 within 10 miles of Clarksburg FM. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 028-1.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 miles, climb to 2500' on NE crs within 20 miles.
NOTE: Alternate missed approach procedure when directed by ATC: within 1.5 miles, turn left and climb to 2000' on NW crs within 20 miles.
Major Changes: Provide for alternate missed approach procedure. McClellan "H" relocated.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sacramento, Calif	Municipal 21'	SBMRAZ DTV	1, Amdt 6 7 Dec 1955	5 31 Dec 53

STL VOR	STL-LFR	123-9.5	1800	T-dn	300-1	300-1	200-½
Lake "H" FAC	STL-LFR	063-6.6	1800	C-dn	500-1	500-1	500-1½
				S-dn-24	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 069 Outbnd, 249 Inbnd, 1800 within 10 miles
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 255-1.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 miles make right turn, climb to 2000' on W crs STL LFR within 20 miles
Major Changes: Circling minimums revised for 2-engine or less

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
St.Louis, Mo	Lambert Field 558'	SBRAZ STL	1, Amdt 10 4 Feb 1956	9 14 Jan 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65-Knots or Less	More Than 65 Knots	
Tampa VOR	TPA-LFR	094-13.8	1500	T-dn	300-1	300-1	200-½
Ruskin FM or Radar Fix over Ruskin	TPA-LFR (Final)	315-8.3	1000	C-dn	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

Radar Terminal area transition altitude 1500 within 25 miles. 2100' required within 3 miles, of 1134' tower 12 miles E MacDill AFB.

Procedure turn W side SE crs, 135 Outbnd, 315 Inbnd, 1500 within 10 miles. (Non-standard due to obstruction)
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 275-10.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 10.0 miles, climb to 1500 on 275 degree crs from Tampa LFR within 20 miles
NOTE: When Pinellas Tower not operating, contact Tampa Approach Control for weather and lighting service at this airport.
CAUTION: 500' Towers on crs from TPA LFR to airport.
Major Changes: Procedure turn to non-standard. Add Radar transitions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
St. Petersburg, Florida	Pinellas County 10'	SBRAZ TPA	1, Amdt 1 23 Apr 1955	Orig 15 Jul 54

From	To	Course and Distance	Minimum Altitude	Condition	65-Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Salt Flat VOR	SFL-LFR	333-2.7	4800	T-d	300-1		
				T-n	300-2		
				C-d	500-1		
				C-n	500-2		
				S-d	400-1		
				S-n-16	400-2		
				A-dn	800-2		

Procedure turn W side of N crs, 342 Outbnd, 162 Inbnd, 4900 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 4300'
Crs and distance, facility to airport, 162-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, turn right climb to 7700 on W crs within 20 miles.
NOTE: This procedure not approved for ADF approach. Airport not suitable for more than 2-engine, more than 65 K aircraft.
CAUTION: Terrain 4030' MSL approximately 2.5 miles WSW of airport
Major Changes: Lower transition altitude from VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Salt Flat, Texas	CAA Intermediate 3727'	BMRLZ SFL	1, Amdt 4 28 Apr 1956	3 17 Jul 54

From	To	Course and Distance	Minimum Altitude	Condition	65-Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Layton FM	SLC-LFR (Final)	149-16.0	4900	*T-dn	300-1	300-1	200-½
Riverton FM	SLC-LFR	343-17.0	11000	C-dn	500-1	600-1	600-1½
Salt Lake City VOR	SLC-LFR	127-1.6	7500	S-dn-16L	#400-1	#400-1	#400-1
				A-dn	800-2	800-2	800-2

*500-2 required for take-off Runway 7.
#500-1 required without high intensity runway light.

Procedure turn W side N crs, 329 Outbnd, 149 Inbnd, 7500 within 10 miles.
Minimum Altitude over facility on final approach crs, 4900'
Crs and distance, facility to airport, 163-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, turn W, climb to 8000 on W crs SLC LFR to Stansbury Int then to 9000 on track of 335° to promontory point.
NOTE: Alternate missed approach when directed by ATC. Turn W and climb to 11000 on W crs SLC LFR.
SHUTTLE: To 10000 on N crs within 20 miles. All turns W of crs
Major Changes: Add transition from VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Salt Lake City, Utah	Salt Lake City #1, 4222'	SBRAZ SLC	1, Amdt 4 25 Dec 1954	3 1 Aug 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
San Angelo VOR	SJT-LFR	063-3.8	3000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-21-27	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 060 Outbnd, 240 Inbnd, 3400 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 3400'
Crs and distance, facility to airport, 240-5.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.6 miles, climb to 3600' on W crs of LFR within 20 miles.
NOTE: Not approved for ADF approach
Major Changes: Limits procedure turn distance. Raises missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Angelo, Texas	Mathis 1915'	BMRLZ SJT	1, Amdt 6 9 Jun 1956	5 17 Apr 54

Cibolo Creek FM	SAT-LFR (Final)	174-8.7	1900	T-dn	300-1	300-1	200-½
Yates RBN	SAT-LFR (Final)	174-3.0	1700	C-dn	400-1	500-1	500-1½
SAT VOR	SAT-LFR	174-4.1	2200	#S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Descent below 1900 not authorized if position over Yates RBN or SAT VOR not determined. Straight-in minimums not authorized unless Yates RBN or SAT VOR received and altitude over LFR is 1700.

Procedure turn W side N crs, 354 Outbnd, 174 Inbnd, 2500 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, over Yates RBN or SAT VOR 1900, over LFR 1700#
Crs and distance, facility to airport, 174-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 2500 on S crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Antonio, Texas	International 800'	SMR LZ SAT	1, Amdt 12 18 Jan 1955	11 23 Apr 54

Jamul RBN	SAN-LFR	263-17.9	3600	T-dn	300-1	300-1	#200-½
Coronado FM-RBN	SAN-LFR	319-9.2	1500	C-dn	800-2	800-2	800-2
La Jolla FM	SAN-LFR (Final)	145-4.9	1200	A-dn	800-2	800-2	800-2
Lemon Grove Int	SAN-LFR	263-10.0	2500				

#300-1 required for take-off on all runways except 27

Procedure turn W side N crs, 325 Outbnd, 145 Inbnd, 2500 within 10 miles*
*After procedure turn maintain 2500' until past La Jolla FM Inbnd. If FM not received, request clearance to descend to 1500' at completion of procedure turn to cross LFR at a minimum of 1500'.
Minimum Altitude over facility on final approach crs, 1200*
Crs and distance, facility to airport, 143-2.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.2 miles, climb to 3000' on SE crs within 15 miles of SAN LFR (Mexican Border).
Major Changes: Standardize circling minimums. Add transition from Lemon Grove.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Diego, Calif	Lindbergh Field 15'	SBRAZ SAN	1, Amdt 10 7 Jun 1956	9 24 Feb 56

Half Moon Bay Int	SFO-LFR	Direct	3000				
Bay Point FM	SFO-LFR	Direct	*3000	T-dn	300-1	300-1	200-½**
NE crs Moffett LFR	SFO-LFR	Direct	1700	C-dn	500-1	600-1	600-1½
AGW VOR	SFO-LFR	Direct	1700	S-dn-28	500-1	500-1	500-1
Belmont Int (Int of SE crs of SFO LFR & 312 brng to SFO ILS LOM or 161 radial from OAK VOR)	SFO-LFR	Direct	800	A-dn	800-2	800-2	800-2

*When an altitude below 5000' is used from the NE, flight as far as Oakland must be conducted via the NE crs of Oakland LFR to provide adequate lateral clearance from Mt Diablo (3925' MSL)
**300-1 required for take-off on Runway 19

Procedure turn E side SE crs, 108 Outbnd, 288 Inbnd, 1500 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 1100' (800' authorized after Belmont Int).
Crs and distance, facility to airport, 292-2.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 miles, climb to 3000' on NW crs within 20 miles of SFO LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Francisco, California	International 11'	SBMRLZ SFO	1, Amdt 5 17 Aug 1954	4 15 Feb 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Barceloneta FM	SJU-LFR	097-21	1200	T-dn	300-1	300-1	200-½
Isla Verde* Int	SJU-LFR	270-9	2000	C-dn	600-1	600-1	600-1½
Pt. Tuna	SJU-LFR	337-32	4100	S-dn-9R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*Isla Verde Int: E crs SJU LFR & 236 brng. to SJP RBn

Procedure turn N side of crs, 277 Outbnd, 097 Inbnd, 1200 within 15 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 089-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.6 miles, climb to 1200' on E crs SJU LFR within 25 miles
CAUTION: 485' tower 2 miles SW of airport
Major Changes: Raises circling minimums due TV tower. Adds app. from Isla Verde & Pt. Tuna. Variation changes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Juan, Puerto Rico	Isla Grande 9'	SBRAZ-SJU	1, Amdt 5 6 Oct 1956	4 26 Mar 51

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int SE crs LGB LFR and SW crs NZJ LFR	NZJ-LFR	015-6.8	on top not below 2500	T-dn	300-1	300-1	300-1
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2
Int NE crs LGB LFR and NW crs NZJ LFR	NZJ-LFR	105-13.3	on top not below 2500				

Procedure turn N side NW crs, 285 Outbnd, 105 Inbnd, 2500 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 217-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.2 miles, climb to on top on outbnd crs of 215° from NZJ
NOTE: This procedure NA with tops above 2500
CAUTION: 207' water tank 1 mile WSW of airport and high terrain 4 miles SE of airport
Major Changes: Range crs realigned

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Santa Ana, Calif	Orange County 53'	SMRLZ NZJ	1, Adt 4 24 Jun 1955	3 18 Jun 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
EL Capitan FM (only when on top and aligned on the W crs of SBA LFR)	SBA-LFR	074-8.0	4000	T-dn	300-1	300-1	300-1
				C-dn	700-2	700-2	700-2
				S-dn-Ry7	500-1	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn *S side of W crs, 254 Outbnd, 074 Inbnd, 2000' within 10 miles. Beyond 10 miles NA.
*CAUTION: Procedure does not meet obstruction clearance requirements for procedure turn or final approach due to 1500' terrain N of W crs.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 076-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.7 miles, climb straight ahead to 800', make climbing right turn and climb to 4000' on S crs within 20 miles.
SHUTTLE: to 5000' on W crs within 20 miles. All turns S.
NOTE: 334' Radio Masts 1 mile SE of airport.

This procedure NA with tops above 3500' MSL. ADF procedure NA. Under local status conditions covering the airport only, landing are authorized down to 300-1 provided that (L) the weather in any quadrant is unlimited as established by pilot report. (2) The airport is visible to the pilot from the unlimited quadrant, and (3) wind conditions are such that the approach and landing may be made from the unlimited quadrant.

Major Changes: Altitude lowered on final approach. Distance to airport changed. Shuttle added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Santa Barbara, California	Municipal 14'	SBMRLZ SBA	1, Amdt 4 23 Jul 1955	3 1 Aug 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
				T-d	300-1	300-1	
				C-d	500-1	500-1½	
				S-d-32	500-1	500-1	
				A-d	800-2	800-2	

Procedure turn E side SE crs, 118 Outbnd, 298 Inbnd, 1800 within 10 miles
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 316-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 miles, climb to 2500' on W crs within 20 miles
AIR CARRIER NOTE: Night operation not authorized
CAUTION: 895' MSL Micro Wave Tower .3 miles NE of airport. 936' MSL Radio Tower 2.8 miles 205° from airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sault STE.Marie, Michigan	Sault STE.Marie 722'	SBRAZ SSM	1, Amdt 2 3 Dec 1955	1 15 Oct 55

SAV VOR	SAV-LFR	197-10.4	1500	T-dn	300-1	300-1	200-½
				C-dn	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turnW side SE crs, 141 Outbnd, 321 Inbnd, 1100 within 10 miles
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 349-7.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.4 miles, climb to 1400 on NW crs within 20 miles
Major Changes: Raise missed approach altitude. Limit procedure turn distance.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Savannah,Ga	Travis Field 50'	SBMRLZ SAV	1, Amdt 4 18 Feb 1956	3 14 Jan 54

				T-dn	300-1	300-1	*200-½
				C-dn	500-1	500-1	500-1½
				S-dn-30	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

*AIR CARRIER NOTE: 300-1 required Runway 24

Procedure turn E side SE crs, 121 Outbnd, 301 Inbnd, 5600 within 10 miles. NA beyond 10 miles account high terrain.
Minimum Altitude over facility on final approach crs, 5100'
Crs and distance, facility to airport, 301-2.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.6 miles, climb to 6000' on NW crs within 20 miles
Major Changes: Nautical miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Scottsbluff,Nebr	Scottsbluff 3965'	SBMRLZ SCT	1, Amdt 8 22 Dec 1956	7 8 Feb 54

Monroe Int	SEA-LFR	186-22.6	3000	T-dn	300-1	300-1	200-½
Hobart FM	SEA-LFR	269-12.9	4000	C-dn	800-2	800-2	800-2
TCM LFR to SEA LOM	SEA-LFR	356-21.4	2000	A-dn	800-2	800-2	800-2
SEA LOM	SEA-LFR (Final)	356-7.8	1200				
SEA VOR	SEA-LFR	013-4.0	2000				

Procedure turn E side of S crs, 176 Outbnd, 356 Inbnd, 2000 within 15 miles. NA beyond 15 miles.
Minimum Altitude over facility on final approach crs, *1500'
*Descent to 1200' (Final) authorized after passing SEA-LOM. If SEA-LOM not recieved, maintain 1500' over SEA-LFR.
Crs and distance, facility to airport, 290-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 miles, climb to 2000' on NW crs SEA-LFR within 20 miles
NOTE: All fixes within 30 miles of Seattle-Tacoma Radar may be determined by surveillance Radar.
CAUTION: 606' tank 3 miles W and 578' tower 3½ miles NW of Boeing Field
Major Changes: Delete transition involving Kitsap Int, Harbor IS, FM and TCM LFR. Revise caution note. Add Radar note. Add transition from SEA-VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle,Wash	Boeing Field 17'	SBRAZ SEA	1,Amdt 14 3 Dec 1955	13 26 Mar 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Hobart FM	SEA-LFR	Direct	4000	T-dn	300-1	300-1	200-½
SEA - VOR	SEA-LFR	Direct	2000	C-dn	800-2	800-2	800-2
SEA - VOR	Harbor Island FM	Direct	2000	A-dn	800-2	800-2	800-2
Radar Fix 5 miles NW of Harbor Island FM on NW crs SEA-LFR	SEA-LFR (Final)	Direct	1500				

Procedure turn W side NW crs, 297 Outbnd, 117 Inbnd, 2000 within 10 miles of Harbor Island FM. NA beyond 10 mi

Minimum Altitude over facility on final approach crs, Harbor Island FM 1500'

Crs and distance, facility to airport, (Harbor Island FM) 117-3.2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.2 miles past Harbor Island FM, climb to 2000' on S crs SEA-LFR within 15 miles.

NOTE: All fixes within 30 miles of Seattle-Tacoma Radar may be determined by surveillance Radar.

CAUTION: 606' Tank 3 miles W and 578' Tower 3½ miles NW of Boeing Field

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle,Wash	Boeing Field 17'	SBRAZ SEA	2, Amdt 2 3 Dec 1955	1 5 Feb 54

Monroe Int	SEA-LFR	186-22.6	3000	T-dn	300-1	300-1	200-½
Hobart FM	SEA-LFR	269-12.9	4000	C-dn	500-1	500-1	500-1½
NEJ LFR	Harbor Island FM	173-12.2	2000	A-dn	800-2	800-2	800-2
Harbor Island FM	SEA-LFR (Final)	117-6.8	1200				
MCCHORD LFR	Seattle LOM	356-21.4	2000				
Seattle LOM	SEA-LFR	354-7.8	2000				

Procedure turn, W side NW crs, 297 Outbnd, 117 Inbnd, 2000 within 10 miles

Minimum Altitude over facility on final approach crs, 1200'

Crs and distance, facility to airport, 194-3.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.5 miles, climb to 2000' on S crs Seattle LFR within 15 miles

NOTE: All Fixes within 30 miles of Seattle-Tacoma Radar may be determined by surveillance Radar

Major Changes: Add transition NEJ to Harbor Island FM. Add Radar note. Delete restriction note for procedure turn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Seattle-Tacoma Int 424'	SBRAZ SEA	1, Amdt 14 21 Apr 1956	13 23 Apr 53

NEJ-LFR	Harbor Island FM	173-12.2	2000	T-dn	300-1	300-1	200-½
SEA-VOR	Harbor Island FM	324-8.7	2000	C-dn	1100-3	1100-3	1100-3
SEA-LOM	Harbor Island FM	328-12.8	2000	A-dn	1100-3	1100-3	1100-3
Radar Fix 5 mi NW of Harbor Isl FM on NW crs SEA LFR	Harbor Island FM (Final)	117-5.0	1500				
Hobart FM	SEA-LFR	269-12.9	4000				

Procedure turn W side NW crs, 297 Outbnd, 117 Inbnd, 2000 within 15 miles of Harbor Isl FM. NA beyond 15 mi.

Minimum Altitude over facility on final approach crs, Harbor Isl FM 1500'

Crs and distance, facility to airport, 143-8.3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0.0 miles, after passing Harbor Island FM turn right, climb to 2000' on NW crs SEA-LFR within 15 mi of Harbor Island FM.

NOTE: All Fixes within 30 miles of Seattle-Tacoma Radar may be determined by surveillance Radar.

Major Changes: Delete Kitsap Int and Seattle LFR. Add 5 transitions. Change procedure turn restriction to 15 miles. Change missed approach to 15 miles. Add Radar note. Delete superfluous note regarding visibility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Seattle-Tacoma Int424'	SBRAZ SEA	2, Amdt 1 21 Apr 1956	Orig 8 Jan 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Hobart FM	SEA-LFR	269-12.9	4000	T-dn	300-1	300-1	200-½
SEA-LOM	SEA-LFR	354-7.8	2000	C-dn	500-1	500-1	500-1½
SEA-VOR	SEA-LFR	013-4.0	2000	S-dn-Ry16	400-1	400-1	400-1
Vashon Int	SEA-LFR	045-9.7	2000	A-dn	800-2	800-2	800-2
SEA-VOR	Harbor Isl FM	324-8.7	2000				
SEA-LOM	Harbor Isl FM	328-12.8	2000				
NEJ-LFR	Harbor Isl FM	173-12.2	2000				
Radar Fix 5 mi NW of Harbor Isl FM on NW crs SEA-LFR	Harbor Isl FM (Final)	117-5.0	1500				
Harbor Isl FM	Int NW crs SEA-LFR and SEA 340° Radial (Final)	117-3.9	1200				

Procedure turn W side NW crs, SEA-LFR 297 Outbnd, 117 Inbnd, 2000 within 15 miles of Harbor Isl FM.
Minimum Altitude over facility on final approach crs, (over SEA-VOR) 800'
Beyond 15 miles NA.
Crs and distance, facility to airport, (from Int NW crs SEA-LFR & SEA 340° Radial) 160-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, after passing SEA-VOR, climb to 2000 on 175° radial SEA-VOR within 10 miles
ALTERNATE MISSED APPROACH: When requested by ATC turn right, climb to 2000' on 225° radial SEA-VOR within 20 miles.
NOTE: All fixes within 30 miles of Seattle-Tacoma Radar may be determined by surveillance Radar.
CAUTION: Tank 561' MSL located immediately NE of airport
Major Changes: Add 4 transitions. Add Radar note. Revise missed approach. Add caution note. Change Int to 340° Radial. Change crs to 160°.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Seattle-Tacoma Int 424'	SBRAZ	SEA	3, Amdt 1 21 Apr 1956	Orig 12 Nov 55

Hobart FM	SEA-LFR	269-12.9	4000	T-dn	300-1	300-1	200-½
SEA-LOM	SEA-LFR	354-7.8	2000	C-dn	500-1	500-1	500-1½
SEA-VOR	SEA-LFR	013-4.0	2000	S-dn-Ry16	400-1	400-1	400-1
Vashon Int	SEA-LFR	045-9.7	2000	A-dn	800-2	800-2	800-2
NEJ-LFR	Harbor Isl FM	173-12.2	2000				
SEA-LOM	Harbor Isl FM	328-12.8	2000				
SEA-VOR	Harbor Isl FM	324-8.7	2000				
Radar Fix 5 mi NW of Harbor Isl FM on NW crs SEA-LFR	Harbor Isl FM (Final)	117-5.0	1500				
Int W crs NEJ-LFR & SEA Localizer crs	Int NW crs SEA-LFR and SEA Localizer crs	158-14.3	2000				
Harbor Isl FM	Int NW crs SEA-LFR & SEA Localizer crs (Final)	117-3.4	1200				

Procedure turn W side NW crs, SEA-LFR, 297 Outbnd, 117 Inbnd, 2000 within 15 miles of Harbor Isl FM.
NA beyond 15 miles.
Minimum Altitude over facility on final approach crs, over airport 800'
Crs and distance, facility to airport, from Int NW crs SEA-LFR and N crs Ils 158-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi, after passing Int NW crs SEA-LFR and N crs Ils, climb to 2000' on S crs Ils within 8 mi of LOM
NOTE: Alternate missed approach when requested by ATC turn right, climb to 2000' on 225° Radial SEA-VOR within 20 miles. All fixes within 30 miles of Seattle-Tacoma Radar may be determined by surveillance Radar.
CAUTION: Tank 561' MSL located immediately NE of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Seattle-Tacoma Int 424'	SBRAZ ILS	SEA SEA	4, Orig 15 Sep 1956	None

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U Cross FM	SHR-LFR	Direct	5500	T-d	400-1	400-1	400-1
Sheridan FM	SHR-LFR (final)	Direct	*5000	T-n	400-2	400-2	400-2
Sheridan VOR	SHR-LFR	Direct	6000	C-d	800-1	800-1	800-1½
				C-n	800-2	800-2	800-2
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 118 Outbnd, 298 Inbnd, 6000 within 10 miles
Minimum Altitude over facility on final approach crs, *5000'
*Both visual and aural signals must be received over Sheridan FM otherwise minimum altitude over LFR will be 5500.
Crs and distance, facility to airport, 297-1.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.4 miles, climb to 8000' on NW crs within 20 miles
CAUTION: High terrain to SE and SW

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sheridan, Wyo	Sheridan County 4021'	SBRAZ	SHR	1, Amdt 6 28 Jan 1954	5 1 Aug 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Shreveport VOR	SHV-LFR	159-12.3	1700	T-dn	300-1	300-1	300-1
Dixie MHW	SHV-LFR (Final)	146-8.7	1100	C-d	600-1	600-1	600-1½
				C-n	600-1½	600-1½	600-1½
				A-dn			

Procedure turn E side NW crs, 326 Outbnd, 146 Inbnd, 1900 within 10 miles. Beyond 10 mi NA. (Non-standard due to traffic)

Minimum Altitude over facility on final approach crs, 1200'

Crs and distance, facility to airport, 152-1.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.6 miles, climb to 1500 on S crs within 20 miles

NOTE: No weather or communications available at this airport

CAUTION: 480' MSL TV Tower located 1.6 mi S of airport. 1446' MSL and 1403' TV antennas located approx. 12 miles WNW of SHV LFR.

AIR CARRIER NOTE: Air carrier use not authorized

Major Changes: Increase procedure turn altitude. Increase circling ceiling minima for aircraft less than 75 mph stall. Add notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Shreveport, La	Downtown 179'	SBRAZ SHV	1, Amdt 7 5 Nov 1955	6 9 Oct 54

Shreveport VOR	SHV-LFR	159-12.3	1700	T-dn	300-1	300-1	200-½
Dixie MHW	SHV-LFR (Final)	146-8.7	1100	C-d	600-1	600-1	600-1½
Radar Terminal area transition	altitudes- bearings are from			C-n	600-2	600-2	600-2
radar site with azimuths progressing clockwise:				A-dn	800-2	800-2	800-2
000	090	within	1700				
090	270	40	1500				
270	360	miles	2400				

Procedure turn E side NW crs, 326 Outbnd, 146 Inbnd, 1900 within 10 miles. Beyond 10 mi NA. (Non-standard due to traffic.)

Minimum Altitude over facility on final approach crs, 1200'

Crs and distance, facility to airport, 196-7.8

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 7.8 miles, turn left, climb to 1400 on crs of 135°, intercept & proceed S on S crs of SHV LFR within 20 miles, or when directed by ATC, climb to 1500 intercept and proceed SW on SW crs of BAD LFR within 20 mi.

CAUTION: 1446' and 1403' TV antennas located approximately 11 mi WNW of SHV LFR

Major Changes: Increase procedure turn altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Shreveport, La	Greater Shreveport 251'	SBRAZ SHV	1. Amdt 5 2 Feb 57	4 5 Nov 55

Sloan FM	SUX-LFR (Final)	Direct	1900	*T-dn	300-1	300-1	200-½
Sioux City VOR	SUX-LFR	Direct	2400	C-dn	500-1	600-1	600-1½
				S-dn-31&35	400-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

AIR CARRIER NOTE: *300-1 required for all take-offs on Runway 4

Procedure turn E side S crs, 154 Outbnd, 334 Inbnd, 2400 within 10 miles

Minimum Altitude over facility on final approach crs, 1900'

Crs and distance, facility to airport, 330-1.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.6 miles, climb to 3000' on N crs, or when directed by ATC (1) turn left, climb to 3000' on W crs within 20 miles.

CAUTION: 1318' terrain 1.4 miles ENE of airport

Major Changes: Nautical miles. Procedure turn distance revised to 10 miles. Revises air carrier note. Adds transition route.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sioux City, Iowa	Sioux City 1097'	SBMRLZ SUX	1, Amdt 9 22 Dec 1956	8 30 Mar 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
FSD VOR	FSD-LFR	180-3.8	2700	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2	*200-½ 500-1½ 800-2

*300-1 required for take-off on Runway 15

Procedure turn W side of NW crs, 298 Outbnd, 118 Inbnd, 2800 within 10 miles
Minimum Altitude over facility on final approach crs, 2200'
Crs and distance, facility to airport, 093-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 miles, climb to 3000' NE crs within 20 miles FSD LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sioux Falls, S Dak	Joe Foss Fld 1426'	SBRAZ FSD	1, Amdt 7 16 Jul 1954	6 1 Aug 52

				T-d C-d S-d A-d	500-2 700-2 700-2 800-2	500-2 700-2 700-2 800-2	500-2 700-2 700-2 800-2

Procedure turn S side SW crs, 178 Outbnd, 358 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 358-13.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.7 miles after passing Sitka LFR, turn left and climb to 1500' on SW crs Sitka LFR within 20 mi.
NOTE: If at any time after establishing contact visual reference to surface can not be maintained, execute missed approach procedure. Night operations not authorized.
CAUTION: High terrain E of NE crs within 9.5 miles Sitka LFR. High terrain N of NW crs within 13 miles Sitka LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sitka, Alaska	Sitka Harbor (Seaplane) O'Tidewater	SBRAZ SIT	1, Amdt 4 13 Aug 1955	3 26 Apr 54

All Directions	SKW-LFR		MEA	T-dn C-dn S-dn-9 A-dn	300-1 700-1 700-1 800-2	300-1 700-1½ 700-1½ 800-2	200-½ 700-1½ 700-1½ 800-2

Procedure turn N side E crs, 085 Outbnd, 265 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 090-1.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, left turn climbing to 4200' on E crs within 20 miles
CAUTION: 2000' terrain 5 miles N of range station rising to 3842' MSL, 10 miles N

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Skwentna, Alaska	Skwentna 158'	SBRAZ SKW	1, Amdt 5 29 Jan 1955	4 26 Jun 54

New Carlisle FM South Bend VOR	SBN-LFR (Final) SBN-LFR	096-8.6 211-5.5	1500 2000	T-dn C-dn S-dn-9 or 6 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-½ 500-1½ 500-1 800-2

Procedure turn N side W crs, 276 Outbnd, 096 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 075-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles, climb to 2000' on E crs SBN-LFR within 20 miles, or if directed by ATC, make left climbing turn, climb to 2000' on N crs SBN-LFR within 20 miles
Major Changes: Distance corrected from VOR. Procedure turn revised to 10 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
South Bend, Ind	St. Joseph County 778'	SBMRAZ SBN	1, Amdt 5 24 Dec 1954	4 28 Oct 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Spartanburg BVOR	SPA-LFR	200-8.3	2300	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 238 Outbnd, 58 Inbnd, 2000 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 068-1.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.2 miles, climb to 2800 on NE crs SPA LFR within 20 miles.
Major Changes: Lowers night visibility minima for 2-engine aircraft

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spartanburg, S C	Memorial 816'	SBRAZ SPA	1, Amdt 8 8 Jan 1955	7 1 Aug 52

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-d	1000-1	1000-1	1000-1½
				C-n	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

NOTE: Instrument approach to be conducted in accordance with standard instrument approach procedure - - USAF, as contained in current Chart AL 553 RNG.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spokane, Wash	Fairchild AFB 2450'	SBRAZ GEG	1, Orig 8 Oct 1955	None

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From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Rockford FM	GEG-LFR	255-13.2	4700	T-dn	300-1	300-1	200-½
Pine City FM or Pine City "H"	GEG-LFR (Final)	001-20.5	4200	C-dn	900-1	900-1	900-1½
GEG - VOR	GEG-LFR	067-6.9	4700	A-dn	1000-2	1000-2	1000-2
GEG - LOM	GEG-LFR	069-6.4	4700				
Rodna Int	GEG-LFR	022-21.3	4200				

Procedure turn E side S crs, 180 Outbnd, 360 Inbnd, 4700 within 10 miles
Minimum Altitude over facility on final approach crs, 4200'
Crs and distance, facility to airport, 294-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, execute climbing right turn, climb to 4500' on N crs, all turns on W side, within 20 mi of GEG-LFR.
NOTE: Alternate missed approach - when directed by ATC, execute climbing left turn, climb to 4000' on W crs, all turns on S side within 20 miles of GEG-LFR.
CAUTION: Fairchild AFB 3-½ miles W. Radio tower 3188' 6½ miles E of airport.
Major Changes: Eliminate approach involving COE-LFR. Minor crs corrections. Omit unnecessary Caution Notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spokane, Wash	Geiger Field 2372'	SBRAZ GEG	1, Amdt 11 26 Mar 1955	10 25 Jun 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Rockford FM	GEG-LFR (Final)	255-13.2	4700	T-dn	300-1	300-1	200-½
				C-dn	900-1	900-1	900-1½
				A-dn	1000-2	1000-2	1000-2

Procedure turn, no Procedure turn or Outbnd crs, 254° Inbnd, 4700'
Minimum Altitude over facility on final approach crs, 4700' after passing and receiving Rockford FM
Crs and distance, facility to airport, 294-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, execute climbing right turn, climb to 4500' on N crs, all turns on W side within 20 miles of GEG LFR.
NOTE: Alternate missed approach - when directed by ATC, execute climbing left turn, climb to 4000' on W crs all turns on S side, within 20 miles of GEG LFR.
CAUTION: Fairchild AFB 3-½ miles W. Radio tower 3188' 6½ miles E of airport.
Major Changes: Equalize minimums with procedure no. 1. Minor crs corrections. Omit unnecessary Caution Notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spokane, Wash	Geiger Field 2372'	SBRAZ GEG	2, Amdt 3 30 Apr 1955	2 30 June 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Springield VOR	SPI-LFR	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn, S side SW crs, 210 Outbnd, 030 Inbnd, 2000' within 10 miles
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 026-4.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 miles, climb to 2000' on NE crs SPI-LFR within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Springfield, Ill	Capitol 595'	SBMRAZ	SPI	1, Amdt 6 14 Jan 1956	5 10 Jun 54

SGF VOR	SGF-LFR	229-6.1	2300	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2
				S-dn-13	400-1	400-1	400-1

Procedure turn W side of crs, 314 Outbnd, 134 Inbnd, 2300 within 10 miles
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 134-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 3000' on SE crs of SGF-LFR within 20 miles
Major Changes: Nautical miles. Distance revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Springfield, Mo	Springfield 1267'	SBRAZ	SGF	1, Amdt 8 7 Jul 1956	7 30 Jun 54

Modesto VOR	SCK-LFR	293-17.7	2000	T-dn	300-1	300-1	300-1
				C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 147 Outbnd, 327 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 285-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 miles, climb to 2000' on N crs within 20 miles
NOTE: ADF procedure not authorized
CAUTION: 340' MSL Radio Mast 1.5 miles N of airport
Major Changes: Delete transition from altamont int presently authorized by published MEA. Add transition from MOD VOR. Revise alternate minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Stockton, Calif	Stockton 28'	BMRLZ	SCK	1, Amdt 4 7 May 1955	3 31 Dec 53

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 353 Outbnd, 173 Inbnd, 1400 within 10 miles
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 174-3.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles, turn left, climb to 1400 on N crs within 20 miles
AIR CARRIER NOTES: Procedure may be authorized only for carriers having approval of their arrangement for weather service and communications.
NOTE: Procedure not approved for ADF approach. Communications and weather service not available to general public.
Major Changes: Revises Notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Stuttgart, Ark	Municipal 223'	MRLWZ	SGT	1, Amdt 2 8 Jan 1955	1 9 Oct 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	4000-2	4000-2	4000-2
				C-dn	4000-2	4000-2	4000-2
				A-dn	4000-2	4000-2	4000-2

Procedure turn W side of S crs, 174 Outbnd, 354 Inbnd, 7600 within 10 miles. NA beyond 10 miles.

Minimum Altitude over facility on final approach crs, 6700'

Crs and distance, facility to airport, 031-1.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 miles, climb to 10,000' on S crs within 5 miles, making all turns on W side of crs

SHUTTLE: On S crs to 8600' within 10 miles. NA beyond 10 miles.

NOTE: Sliding scale NA

CAUTION: Precipitous mountainous terrain all sides of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Summit, Alaska	Summit 2418'	SBRAZ UMM	1, Amdt 4 13 Aug 1955	3 24 Jun 54

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				*T-dn	300-1	300-1	200-½
				C-dn	700-2	700-2	700-2
				S-dn-10	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

*600-1 required for take-off to SE

Procedure turn S side W crs, 277 Outbnd, 097 Inbnd, 2000 within 10 miles

Minimum Altitude over facility on final approach crs, 1400'

Crs and distance, facility to airport, 100-6.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.7 miles, make a climbing left turn to 2000' and return to Syracuse LFR, or when directed by ATC, climb to 3000' on E crs.

CAUTION: 833' Radio mast located 1.3 miles SE of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Syracuse, N Y	Hancock 419'	SBRAZ SYR	1, Amdt 5 1 Apr 1954	4 1 Feb 53

				T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Instrument approach to be conducted in accordance with standard instrument approach procedure- USAF as contained on current chart AL 414 RNG.

Major Changes: Bring procedure up to date change more than 2-eng take-off minimums to 200-½.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tacoma, Wash	McChord AFB 320'	SBMRAZ TCM	1, Amdt 2 18 Feb 56	1 27 May 54

Tallahassee VOR	TLH-LFR	187-5.4	1300	T-dn	300-1	300-1	200-½
Quincy FM	TLH-LFR (Final)	116-9.5	800	C-dn	500-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side NW crs, 296 Outbnd, 116 Inbnd, 1500' within 10 mi.

Minimum Altitude over facility on final approach crs, 800'

Crs and distance, facility to airport, 084-2.3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 1500' on E crs within 20 mi.

AIR CARRIER NOTE: Take-offs with less than 200-½ NA.

CAUTION: 300' MSL unlighted terrain one mi NE of airport

Major Changes: Increase missed approach altitude. Increase procedure turn altitude. Add heavy aircraft restriction per Airport Mgrs NOTAM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tallahassee, Fla	Dale Mabry 70'	SBRAZ TLH	1, Amdt 9 4 Jun 55	8 1 Jul 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Tampa VOR	TPA-LFR	094-10.3	1500	*T-dn	300-1	300-1	200-½
Ruskin FM or Radar Fix over Ruskin	TPA-LFR (Final)	315-8.3	700	C-dn	500-1	500-1	500-1½
				S-dn-32	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

AIR CARRIER NOTE: * 200-½ absolute minimum for take-off Runway 27.
Radar Terminal area transition altitude 1500' within 25 mi, 2100' required within 3 mi. of 1134' tower 12 mi E MacDill AFB.

Procedure turn S side SE crs, 135 Outbnd, 315 Inbnd, 1500' within 10 mi. (nonstandard due to obstruction)
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 339-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, climb to 1500' on N crs within 20 mi or, when directed by ATC, turn right, climb to 1500' on NE crs within 20 mi.
CAUTION: 210' Radio Tower 1 mi WSW of airport.
Major Changes: Corrects transition distance. Revises air carrier note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tampa, Fla	Tampa International 26'	SBRAZ TPA	1, Amdt 11 7 Jan 56	10 23 Apr 55

Tampa VOR	**TPA-LFR**	**094-10.3**	**1500**	**T-dn**	***300-1**	***300-1**	***300-1**
				C-dn	**700-1**	**700-1**	**700-1½**
				S-dn-3	**400-1**	**400-1**	**400-1**
				A-dn			

*** 500-1 required for N & NW take-offs.**

Procedure turn S side SW crs, 210 Outbnd, 030 Inbnd, 1200' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 055-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 1500' on NE crs within 20 mi.
NOTE: Air carrier use not authorized.
NOTE: Weather and communications service not available at this airport. Unicom available, however.
CAUTION: 451' towers immediately N or airport.
Major Changes: Revise distances. Lower minima.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tampa, Fla	Peter O Knight 8'	SBRAZ TPA	1, Amdt 1 18 Feb 56	Orig 15 Jul 54

				T-dn	300-1	300-1	300-1
				C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 198 Outbnd, 018 Inbnd, 1500' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 063-2.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 mi, turn right, climb to 4000' on SE crs Tanana LFR within 20 mi.
NOTE: This procedure not authorized for ADF approach.
RESTRICTIONS: Minimums established on condition that all maneuvering is confined to S of airport, 900' terrain 2 mi NE of airport.
Major Changes: Delete departure procedure. Correct range crs bearing values.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tanana, Alaska	Tanana 225'	BRMLZ TAL	1, Amdt 3 14 Apr 56	2 19 May 54

HUF VOR	HUF-LFR	Direct	2000	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-2	500-2
				S-d-5	400-1	400-1	400-1½
				S-n-5	400-1½	400-1½	400-2
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 249 Outbnd, 069 Inbnd, 1900' within 10 mi.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 073-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi, climb to 2000' on E crs HUF-LFR within 20 mi.
NOTE: ADF procedure not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Terre Haute, Ind	Hulman Field 585'	BMRLZ HUF	1, Amdt 9, 26 Jan 57	8, 11 Feb 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Texarkana VOR	TXK-LFR	166-2.3	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of N crs, 343 Outbnd, 163 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 115-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 mi, climb to 1700 on S crs within 20 mi.
NOTE: Radio tower 565' MSL 2 mi NE of airport.
Major Changes: Adds radio tower note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Texarkana, Ark	Municipal 389'	SBRAZ TXK	1, Amdt 7 1 Jan 55	6 1 Aug 50

Int 165 Radial DLS-VOR & E crs DLS-VOR	DLS-LFR (Final)	255-9.4	2700	T-d	1500-1	1500-1	1500-1
	DLS-LFR	249-9.5	2700	T-n	1500-2		
Int N crs DLS-LFR & 328 radial DLS-VOR	DLS-LFR	185-15.0	5000	C-d	2500-3	2500-3	2500-3
				C-n	2500-3		
Int S crs DLS-LFR & 208 radial of DLS-VOR	DLS-LFR	343-8.7	5000	A-d	2500-3	2500-3	2500-3
				A-n	2500-3		

Procedure turn S side E crs, 075 Outbnd, 255 Inbnd, 4000' within 10 mi. (nonstandard for more favorable terrain)
Minimum Altitude over facility on final approach crs, 2700'
Crs and distance, facility to airport, 246-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi, execute immediate left turn, climb to 4000' on E crs within 13 mi of DLS-LFR. All turns on S side.
AIR CARRIER NOTE: Sliding scale not authorized for take-off or landing.
Major Changes: Add DLS-VOR; Add initial approach from 328 radial of DLS-VOR and N crs DLS-LFR; add initial approach from 208 radial of DLS-VOR and S crs of DLS-LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
The Dalles, Ore	The Dalles 243'	SBRAZ DLS	1, Amdt 9 23 Jul 55	8 13 Nov 53

Waterville VOR	TOL-LFR	094-9.6	2000	T-dn	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½
				C-n	500-1½	500-1½	500-1½
				S-dn-32	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side S crs, 204 Outbnd, 024 Inbnd, 1900' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 344-7.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7 mi, climb to 2100' on N crs within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Toledo, Ohio	Toledo 622'	SBMRAZ TOL	1, Orig 13 Aug 52	None

				T-dn	300-1	300-1	300-1
				C-dn	1000-2	1000-2	1000-2
				A-dn	1500-2	1500-2	1500-2

Procedure turn W side N crs, 357 Outbnd, 177 Inbnd, 3500' within 10 mi. NA beyond 10 mi. CAUTION: High terrain to E.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 235-2.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.2 mi, turn right, climb to 5000' on N crs within 10 mi of station - all turns on W side.
NOTE: ADF procedure NA.
Major Changes: Distance facility to airport corrected to CQS information. Portion of missed approach deleted. Deviation note deleted.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Toledo, Wash	Toledo-Winlock 371'	BMRLZ TDO	1, Amdt 1 22 Jan 55	Orig 28 Mar 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-d	1000-1	1000-1	1000-1
				T-n	1000-2	1000-2	1000-2
				C-d	2500-2	2500-2	2500-2
				C-n	2500-3	2500-3	2500-3
				A-dn	2500-3	2500-3	2500-3

Procedure turn W side N crs, 348 Outbnd, 168 Inbnd, 9500' within 10 mi.
Minimum Altitude over facility on final approach crs, 8000'
Crs and distance, facility to airport, 168-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 10000' on S crs within 20 mi of LFR.
CAUTION: No control area. Pilots using this facility shall, as soon as practicable, advise TPH INSAC of position, altitude, ETA, and intentions, and thereafter determine that adequate separation exists from other reported users of navigational facilities in the area. When other aircraft have previously contacted TPH INSAC, hold between facility and a point 2 minutes out on final approach crs at least 1,000' above procedure turn altitude and 1000' above previously reported traffic until advised that aircraft making approach has landed. Keep TPH INSAC advised at all times of changes in altitude and position in order that other aircraft may also receive this information.
Major Changes: Add required note for uncontrolled area.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tonopah, Nev	Municipal 5426'	SBRAZ TPH	1, Amdt 3 25 Jun 55	2 15 Jul 54

				T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs 139 Outbnd, 319 Inbnd, 2100 within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 319-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 mi, climb to 2500' on NW crs within 20 mi.
CAUTION: Tower 4 mi NW of airport 1538' MSL.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Traverse City, Mich	Traverse City 623'	SBMRAZ TVC	1, Amdt 5 3 Dec 55	4 1 Jul 54

				T-dn	300-1	300-1	300-1
				C-d	500-1	600-1	600-1½
				C-n	500-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side N crs, 332 Outbnd, 152 Inbnd, 7100' within 10 mi (nonstandard due to terrain)
Minimum Altitude over facility on final approach crs, 6700'
Crs and distance, facility to airport, 174-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 mi, immediately make a 180 climbing turn to the left and climb to 7500' on N # crs within 20 mi of TAD LFR.
NOTE:# Abrupt terrain rise 8 mi SSW. 9586' terrain 12 mi SSW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Trinidad, Colo	Municipal 5761'	SBMRAZ TAD	1, Amdt 3 15 Jul 54	2 19 May 52

Truth or Consequences VOR	TCS-LFR	090-15.3	8000	T-dn	500-1	500-1	500-1
				C-dn	1500-1	1500-1	1500-1½
				A-dn	2000-3	2000-3	2000-3

Procedure turn E side N crs, 356 Outbnd, 176 Inbnd, 8000' within 10 mi. NA beyond 10 mi. (non-standard due to terrain)
Minimum Altitude over facility on final approach crs, 6300'
Crs and distance, facility to airport, 258-14.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn right, return to LFR via W crs, then climb to 10,000' on S crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Truth or Consequences New Mexico	Truth or Consequences 4860'	SBRAZ TCS	1, Amdt 3 29 Jan 54	2 18 Dec 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
TUS VOR	TUS-LFR	260-17.4	6000	T-dn *C-dn *A-dn	300-1 700-2 800-2	300-1 700-2 800-2	300-1 700-2 800-2

Procedure turn N side W crs, 243 Outbnd, 063 Inbnd, 6000' within 10 mi. Beyond 10 mi NA. Terrain 6536' and 6875' 4 mi S of W crs at 20 and 24 mi from LFR. (Procedure turn N for more favorable terrain)
Minimum Altitude over facility on final approach crs, TUS LFR 5000' Mission FM* 4200'.
* If Mission FM not received 4200' MSL must be maintained and minimums are 1600-2
Crs and distance, facility to airport, TUS LFR 082-10.7 Mission FM 082-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 10.0 mi (TUS LFR) or 3.7 mi from Mission, turn right, climb on a heading of 200 to 4700', then home on LFR, continuing climb to minimum of 6000'. Alternate missed approach when directed by ATC;
Turn left, climb on a heading of 330 to intercept TUS radial of 302 outbnd, continuing climb to 7000' Outbnd on radial 302.
SHUTTLE: to 6000' on W crs within 10 mi all turns N side of crs.
Major Changes: Change shuttle turn direction to N side of crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tucson, Ariz	Tucson Municipal 2630'	SBRAZ TUS	1, Amdt 1 23 Jul 55	Orig 11 Jun 55

				T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2	300-1 500-1½ 800-2

Procedure turn S side W crs, 256 Outbnd, 076 Inbnd, 6000' within 10 mi.
Minimum Altitude over facility on final approach crs, 5500'
Crs and distance, facility to airport, 075-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 mi, climb to 5200' on E crs TCC LFR within 20 mi.
CAUTION: 5020' terrain 4.5 mi SW of LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tucumcari, N Mex	Tucumcari Municipal 4063'	SBMRAZ TCC	1, Amdt 6 15 Feb 54	5 1 Aug 50

Verdigris River FM	TUL-LFR (Final)	232-8.3	1400	T-dn	300-1	300-1	200-½
Skiatook FM	TUL-LFR	123-15.5	2000	C-dn	400-1	500-1	500-1½
Tulsa VOR	TUL-LFR	137-4.8	1900	A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 052 Outbnd, 232 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 219-0.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.9 mi, climb to 2400 on SW crs within 20 mi.
NOTE: 300-1 required for take-off on Runways 3L, 21R, 17R and 35L.
Major Changes: Raise transition altitude from Verdigris FM. Add VOR transition. Raise altitude over facility on final approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tulsa, Okla	Municipal 674'	SBRAZ TUL	1, Amdt 12 22 Oct 55	11 26 Jan 54

				T-dn C-dn A-dn	300-1 500-2 1000-2	300-1 500-2 1000-2	200-½ 500-2 1000-2

Procedure turn S side W crs, 270 Outbnd, 090 Inbnd, 1000' within 10 mi.
Minimum Altitude over facility on final approach crs, See missed approach.
Crs and distance, facility to airport, 270-2.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
5 mi W of range station following procedure turn, climb to 2800' on W crs Unalakleet LFR within 20 mi.
RESTRICTION: Minimums established on condition that all maneuvering be confined to W of airport. 700' terrain 1.5 mi N of airport. 800' terrain 2 mi N of airport.
Major Changes: Delete departure procedure. Correct range crs bearing values.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Unalakleet, Alaska	Unalakleet 21'	SBRAZ UNK	1, Amdt 7 14 Apr 56	6 19 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 060 Outbnd, 240 Inbnd, 3000' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 210-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi, make a climbing right turn, return to LFR climbing to 3000'
Major Changes: Circling minimums revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Utica, N. Y.	Oneida County 742'	BMRLZ UCA	1, Amdt 5 24 Mar 56	4 1 Apr 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Waco VOR	ACT-LFR	159-5.8	2000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				*S-dn-36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* 710 FPM descent required at 110K.

Procedure turn E side S crs, 189 Outbnd, 009 Inbnd, 2000' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 010-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 1900' on N crs within 20 mi.
Major Changes: Restrict procedure turn distance. Delete deviation note. Delete transition. Change airport name from Waco airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Waco, Tex	Municipal 515'	SBRAZ ACT	1, Amdt 8 7 Jan 56	7 16 Apr 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
La Mar Int	ALW-LFR	092-14.0	3500	T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n	600-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 002 Outbnd, 182 Inbnd, 3500' within 10 mi.
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 175-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi, climb to 5000' on SW crs of ALW-LFR within 20 mi. Alternate Missed approach: within 3.2 mi, turn right and climb to 3000', hold in nonstandard holding pattern on SW crs of ALW-LFR.
CAUTION: High terrain E of airport.
Major Changes: Correct distance from Lamar Int. Minor distance change, facility to airport. Correct facility class and identification. Reduce procedure turn distance to 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Walla Walla Wash	Walla Walla 1205' City-County	SBMRLZ ALW	1, Amdt 5 3 Sep 55	4 3 May 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-3	500-1	500-1	500-1
				S-dn-33,36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar transition altitudes: 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 mi of the Washington National Airport; 2500' in all quadrants within 40 mi exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown. (Radar distances shown in nautical mi)

Procedure turn E side SW crs, 212 Outbnd, 032 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 001-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi, make a left climbing turn as soon as practicable, climb to 1800' (or to a higher altitude when requested by ATC) on NW crs to Herndon Int.
NOTE: These procedures and airport minimums do not provide standard clearance over the following obstructions: 422' monument 1.7 mi W of final approach crs, 193' stacks 1.5 mi S of airport, and 596' monument 1.8 mi N of airport.
Major Changes: Procedure turn distance limited to 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Washington, D C	National 16'	SBRA DCA	1, Amdt 6 29 Oct 55	5 20 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Hadley Int	BAF-LFR (Final)	203-6.1	2000	*T-d	700-1	700-1	700-1
				*T-n	700-2	700-2	700-2
				C-d	800-1	800-2	800-2
				C-n	800-2	800-2	800-2
				S-d-20	800-1	800-1½	800-1½
				S-n-20	800-2	800-2	800-2
				A-dn	1500-2	1500-2	1500-2

* 800-1 day, 800-2 night required for take-off to E on Runway 9 and SE on Runway 15.

Procedure turn W side N crs, 023 Outbnd, 203 Inbnd, 3000' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 203-4.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 mi, make a climbing right turn, continue to climb returning to the Westfield LFR, hold N 203 Inbnd, 023 Outbnd, right hand pattern at 3000'.
NOTE: ADF procedure not authorized.
AIR CARRIER NOTE: No reduction for ceiling and visibility is authorized for take-offs or landings.
Major Changes: Relocated facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Westfield, Mass	Barnes 270'	MRLZ BAF	1, Amdt 4 22 Dec 56	3 1 Apr 54

Plymouth Int	AVP-LFR	067-11.1	3500	#T-dn	600-1	600-1	600-1
				C-d	900-1½	1000-1½	1000-2
				C-n	1300-2	1300-2	1300-2
				A-d	1200-2	1200-2	1200-2
				A-n	1600-3	1600-3	1600-3

Take-off minimums runways 10-16, day 600-2, night 800-2.

Procedure turn S side SW crs, 247 Outbnd, 067 Inbnd, 3500' within 10 mi.
Minimum Altitude over facility on final approach crs, 2300'*
* CAUTION: Do not descend to final approach altitude until inbnd on the SW crs of the range.
Crs and distance, facility to airport, 086-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 mi, immediately make a climbing left turn to 4000' on SW crs within 13 mi of Wilkes-Barre LFR.
NOTE: High terrain to E, SE, and S of airport within 3 mi.
AIR CARRIER NOTE: Provisions for reduced visibility not authorized at night or with day minimums below 1 mile for 65 knots or less aircraft, and 1½ miles for more than 65 knot aircraft.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wilkes-Barre, Pa	Wilkes-Barre- 956' Scranton	SBMRAZ AVP	1, Amdt 6 1 Apr 54	5 15 Sep 53

				T-dn	800-1	800-1	800-1
				C-d	1500-1	1500-1	1500-1
				C-n	1500-2	1500-2	1500-2
				A-d	1500-2	1500-2	1500-2
				A-n	1500-3	1500-3	1500-3

Procedure turn S side E crs, 100 Outbnd, 280 Inbnd, 3600' within 10 mi. (conducted S to avoid obstructions to N)
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 285-6.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 mi, make right climbing turn, climb to 4000' on E crs Williamsport LFR within 10 mi.
CAUTION: Airport minimums do not provide clearance over 2000' ridge approx 1.7 mi S of airport.
NOTE: ADF procedure not authorized. Williamsport LFR must be monitored during entire approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Williamsport, Pa	Williamsport 528'	BRLZ IPT	1, Amdt 6 8 Feb 54	5 6 Jan 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int S crs Williamsport LFR & Brng 056	Hughesville MHW	056-7.3	3600	T-dn	800-1	800-1	800-1
				C-dn	900-1½	900-1½	900-1½
				A-d	1500-2	1500-2	1500-2
				A-n	1500-3	1500-3	1500-3

Procedure turn S side E crs, 100 Outbnd, 280 Inbnd, 3600' within 10 mi of Hughesville FM MHW (nonstandard due to obstructions)
Crs and distance, facility to airport, HVL FM-MHW to IPT LFR 280-5.1 - IPT LFR to airport, 285-6.1
Minimum Altitude over facility on final approach crs, 3000'(over HVL) 1600' # (over IPT)
Descend to authorized minimums within 1 mi after passing LFR.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.0 mi after passing IPT LFR, make right climbing turn to 4000' on E crs of IPT LFR within 10 mi.
CAUTION: ADF procedure NA. Williamsport LFR must be monitored during entire approach.
NOTE: Airport minimums do not provide clearance over 2000' ridge approx 2 mi S of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Williamsport, Pa	Williamsport IPT	BRLZ MHW-HVL	2, Amdt 1 8 Feb 54	Orig 6 Jan 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 198 Outbnd, 018 Inbnd, 1600' within 10 mi. NA beyond 10 mi due to traffic.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 018-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, make climbing left turn and climb to 1600' on S crs within 10 mi.
CAUTION: Turn left as soon as practicable to avoid holding pattern at Philadelphia LOM. Maintain 1600' until S of range.
NOTE: ADF approach not authorized.
Major Changes: Deletes straight-in minimums due to excessive rate of descent.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wilmington, Del	New Castle County 79'	MRLWZ ILG	1, Amdt 7 12 Nov 55	6 15 Oct 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Wink VOR	INK-LFR	150-7.8	4100	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 152 Outbnd, 332 Inbnd, 3900' within 10 mi.
Minimum Altitude over facility on final approach crs, 3400'
Crs and distance, facility to airport, 353-1.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.0 mi, climb to 4500' on N crs within 20 mi.
Major Changes: Limit procedure turn distance.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wink, Tex	Municipal 2824'	SBRAZ INK	1, Amdt 4 18 Feb 56	3 21 Jun 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Winslow VOR	INW-LFR	088-3.2	7000	T-dn	300-1	300-1	300-1
				C-dn	500-2	600-2	600-2
				S-dn-17	*400-1	600-2	600-2
				A-dn	800-2	800-2	800-2

* CAUTION: 940' per minute 110K.

Procedure turn W side N crs, 340 Outbnd, 160 Inbnd, 7000' within 10 mi.
Minimum Altitude over facility on final approach crs, 5600'
Crs and distance, facility to airport, 160-1.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.3 mi, climb to 7000' on E crs within 20 mi.
Major Changes: Show straight-in minimums of 400-1 for aircraft with stall speeds of 65 K or less and add caution note for rate of descent. Delete caution note for obstruction no longer in revised final approach area.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Winslow, Ariz	Municipal 4937'	SBRAZ INW	1, Amdt 6 22 Jan 55	5 17 Aug 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Wallburg Int	INT-LFR (Final)	328-4.6	1700	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-33	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of SE crs, 148 Outbnd, 328 Inbnd, 2300' within 10 mi.
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 328-4.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 mi, climb to 4000' on NW crs within 15 mi.
NOTE: Building 1307' MSL 2.0 mi SW of airport.
Major Changes: Revise missed approach procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Winston-Salem, NC	Smith Reynolds 969'	SMRLZ INT	1, Amdt 15 12 Nov 55	14 27 Aug 54

Icy Bay Int-Int SE crs Yakataga LFR & W crs Yakutat LFR	CYT-LFR	303-19	3500	T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
Cape Suckling Int #	CYT-LFR	033-20	3500	A-dn	800-2	800-2	800-2
Cape Suckling Int # to point of Missed approach	CYT-LFR (Final)	033-15 See Missed approach	500				

Procedure turn S side SW crs, 213 Outbnd, 033 Inbnd, 1000' within 10 mi of Cape Suckling Int #
Minimum Altitude over facility on final approach crs, See missed approach
Crs and distance, facility to airport, 146-0.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
on final approach 15 mi after passing Cape Suckling Int #, turn right, climb to 1500' on SW crs to Cape Suckling Int #
# Int SW crs Yakataga LFR & E crs Hinchinbrook LFR.
CAUTION: High terrain NW through E 6 to 7 mi from airport. Hill 2258' MSL 3 mi E of airport.
NOTE: This procedure not authorized for ADF procedure.
Major Changes: Realignment of all range crs 23 counterclockwise. Final approach crs established on SW crs.
Take-off minimums for more than 2 engines raised. Nautical mi form.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Yakataga, Alaska	Yakataga 12'	BMRLZ CYT	1, Amdt 8 9 Jun 56	7 7 Dec 55

Selah Int (Int NW crs YKM-LFR & S crs ELN-LFR)	YKM-LFR	098-6.3	4000	T-d	500-1	500-1	500-1
				T-n	800-2	800-2	800-2
YKM - VOR	YKM-LFR	147-1.6	4000	C-d	800-2	800-2	800-2
YKM - LOM	YKM-LFR	272-2.9	3000	C-n	800-2	1000-2	1000-2
				A-d	800-2	800-2	800-2
				A-n	800-2	1000-2	1000-2

Procedure turn S side SE crs, 106 Outbnd, 286 Inbnd, 4000' within 10 mi. (nonstandard due to more favorable terrain)
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 266-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 mi, turn right and climb to 4000' on NW crs YKM-LFR within 10 mi. Make all turns on N side of NW crs of YKM-LFR.
CAUTION: Do not proceed more than 10 mi on NW crs from YKM-LFR.
Major Changes: Add transition from YKM-VOR. Add transition from LOM to LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Yakima, Wash	Yakima 1077'	BMRLZ YKM	1, Amdt 9 2 Apr 55	8 4 Feb 52

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-11	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 254 Outbnd, 074 Inbnd, 1200' within 10 mi.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 106-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi, climb to 1200' on SE crs within 20 mi.
Major Changes: Procedure turn reduced to 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Yakutat, Alaska	Yakutat 37'	SBRAZ YAK	1, Amdt 5 2 Jul 55	4 26 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
YNG VOR	YNG-LFR	177-1.2	2200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-d-18	400-1	400-1	400-1
				S-n-18	400-1	400-1	400-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 005 Outbnd, 185 Inbnd, 2200 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 185-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, climb to 3000' (or higher altitude when directed by ATC) on S crs Youngstown LFR within 10 mi.
Major Changes: Deletes transition from Gustavus FM

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Youngstown, Ohio	Youngstown 1196'	SBMRLZ YNG	1, Amdt 9 1 Jan 1955	8 19 Mar 54

				T-dn	300-1	300-1	300-1
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 345 Outbnd, 165 Inbnd, 3000' within 10 miles
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 165-5.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 miles, climb to 3500' on S crs within 20 miles of LFR
Major Changes: Change procedure turn direction and distances. Eliminate procedure turn note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Yuma, Ariz	Vincent AFB 213'	SBMRAZ YUM	1, Amdt 5 9 Jul 55	4 6 Jul 54

¶ *(b) Automatic direction finding procedures.*

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Albuquerque LFR	AMH-MHW	direct	8000	T-dn	300-1	300-1	200-½
Albuquerque VOR	AMH-MHW	direct	8000	C-dn	800-2	800-2	800-2
Int R-054 Grants VOR & 154° brg to AMH MHW	Alameda MHW (Final)	direct	7000	A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 334° Outbnd, 154° Inbnd, 8000' within 10 miles
Minimum Altitude over facility on final approach crs, 7000'
Crs and distance, facility on airport, 154-8.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.6 miles, climb to 7000' on S crs ABQ LFR within 20 miles
NOTE: Alternate missed approach, when directed by ATC turn right, climb to 10,000 on W crs. ABQ LFR within 20 miles.
CAUTION: Terrain exceeding 8000' in E sectors ABQ LFR. All turns to be made W.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albuquerque, N Mex	Kirtland AFB-Mun 5352'	MHW AMH	1, Amdt 2 7 Jan 1956	1 22 Jan 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Mitchel LFR	BBN-ADF	Direct	1500	T-d	300-1	300-1	300-1
Long Beach Int	BBN-ADF	direct	1500	C-d	500-1½	500-1½	500-1½
Scotland Int	BBN-ADF	direct	1500	S-d-35	500-1	500-1	500-1
St. James Int	BBN-ADF	direct	1500	A-d	800-2	800-2	800-2
Huntington Int	BBN-ADF	direct	1500				
Radar Terminal Area Transitions all directions	BBN-ADF	within 25 mi of IDL	3000				

Procedure turn E side of crs, 177 Outbnd, 357 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 357-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 miles of Babylon MHW, climb on a crs of 357° to the NE crs of the Mitchel LFR at 2500'
NOTE: Straight-in approach approved on a crs of 357° to the Babylon MHW within 10 miles as determined by surveillance radar. Night operations NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Amityville, L I New York	Zahn's 80'	MHW BBN	1, Amdt 1 1 Jul 1954	Orig 15 May 54

Reedy Int	AND-ADF	direct	2200	T-dn	300-1	300-1	
Royston VOR	AND-ADF	direct	2000	C-dn	500-2	500-2	
				A-dn	800-2	800-2	

Procedure turn S side of crs, 238 Outbnd, 058 Inbnd, 2000 within 10 miles (NA beyond 10 miles).
Minimum Altitude over facility on final approach crs, 1300'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within o.o miles, turn left, climb to 2000 on crs of 238 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Anderson, S C	Anderson 782'	BMH AND	1, Amdt 8 7 Jun 1954	7 1 Aug 52

				T-dn	300-1	300-1	300-1
				C-dn	500-1	600-1	600-1½
				S-dn-23	400-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs 038 Outbnd, 218 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 218-2.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.2 miles, make a right climbing turn, climb to 2000' on crs of 250° from Bar Harbor MHW within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bar Harbor, Me	Municipal 84'	MHW BHB	1, Amdt 2 18 Jun 1954	1 5 Jun 54

Bellingham-LFR	BGH-ADF	direct	2000	T-dn	300-1	300-1	200-½
Bellingham-VOR	BGH-ADF	direct	1500	C-dn	600-1	600-1	600-1½
Abbotsford-LFR	BGH-ADF	direct	1500	S-dn-Ry16	500-1	500-1	500-1
Cultus Lake Int	BGH-ADF	direct	6500	A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 336 Outbnd, 156 Inbnd, 2000 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 156-3.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles, climb to 4000' on Outbnd Bearing of 160° within 20 miles of station

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bellingham, Wash	Bellingham 158'	MH BGH	1, Orig 1 Sep 1956	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
North Conway MHW	BML- RBn	direct	8000	T-d	2300-2	2300-2	2300-2
				C-d	2300-2	2300-2	2300-2
				A	NA	NA	NA

Procedure turn E side of crs, 351 Outbnd, 171 Inbnd, 5000 within 10 miles. (Non-standard to avoid high terrain to the W.)
Minimum Altitude over facility on final approach crs, 3500'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . .
within 0.0 miles, immediately make a right turn, climb to 5000 on crs of 351° within 10 miles of Berlin "H" facility.
SHUTTLE: From 8000' to 5000' on crs of 351° from facility within 10 miles - All turns to the E.
NOTE: LFR-Climb out procedure, climb N of facility Shuttle on crs of 351° from facility within 10 miles all turns to the E, proceed on crs at 8000'. Facility must be monitored aurally during this procedure.
Air Carrier Note: No reduction in minimums authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Berlin, N H	Municipal 1158'	MHW BWL	1, Amdt 2 28 Sep 1954	1 1 Apr 54

				T-dn	300-1	300-1	
				C-d	500-1	500-1½	
				C-n	500-1½	500-1½	
				S-dn-32	500-1	500-1	
				A-dn	800-2	800-2	

Procedure turn, E side of crs, 141 Oubnd, 321 Inbnd, 3400 within 10 miles
Minimum Altitude over facility on final approach crs, 2900'
Crs and distance, facility to airport, 321-3.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles, climb to 3400' on crs 321° within 10 miles. Make climbing left turn, return to Bradford MHW at 4000'.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bradford, Pa	McKean County 2142'	MHW BFD	1, Amdt 2 20 May 1954	1 7 Dec 51

Brunswick VOR	SSI-ADF	direct	1100	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side 225 Oubnd, 045 Inbnd, 1300 within 10 miles
Minimum Altitude over facility on final approach crs, 600'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn right, climb to 1300 on crs of 225 within 20 miles
NOTE: To provide separation from Navy Glynco traffic
Major Changes: Revises transition from VOR and deletes straight-in minima.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Brunswick, Ga	Malcolm McKinnon 20'	BMH SSI	1, Amdt 5 1 Sep 1955	4 20 Aug 55

Pittsburgh Surveillance Radar	Within 40 miles of Greater Pittsburgh Airport	———	3000	T-dn	300-1	300-1	
				C-d	600-1	600-1	
				C-n	600-1½	600-1½	
Pittsburgh Surveillance Radar Fix, 5 mi from BIP RBn	BIP-RBn (Final)	005 - 5	2400	A-dn	800-2	800-2	

NOTE: Radar transition may be conducted by Pittsburgh surveillance radar. Descent to final approach altitude authorized upon intercepting 005° Inbnd crs to Butler and passing 5-mile fix as determined by surveillance radar.

Procedure turn E side of crs, 185 Oubnd, 005 Inbnd, 3000 within 6 miles. NA beyond 6 miles.
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport 005-4.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles after passing Butler, climb to 2600 on crs of 356° within 10 miles
CAUTION: Unlighted tower 1491' 1 mile ESE of runway 25

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Butler, Pa	Butler-Graham 1248'	HW BIP	1, Amdt 3 1 Apr 1954	2 31 Dec 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Elkins LFR	CKB-ADF	direct	5000	T-dn*	500-1	500-1	
Elkins VOR	CKB-ADF	direct	4000	C-d	1000-1		
Int 328° crs from Elkins VOR & 040° crs	Clarksburg HW (Final)	direct	2200	A-d	1500-2		

*Night take-offs not authorized on NW-SE Runways

Procedure turn W side of crs, 220 Outbnd, 040 Inbnd, 2900 within 10 miles
Minimum Altitude over facility on final approach crs, 2200'
Facility at airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn left, climb to 2900' on crs of 220° within 10 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Clarksburg, W Va	Benedum 1209'	HW	CKB	1, Amdt 3 29 May 1954	2 1 Aug 51

Columbus LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
Columbus BVOR	LOM	direct	2000	C-dn	500-1	500-1	500-1½
Marvyn Int	LOM	direct	2000	A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 232 Outbnd, 052 Inbnd, 2000 within 10 miles of LOM
Minimum Altitude over facility on final approach crs, 2000 over LOM. 1100 over LMM.
Crs and distance, facility to airport, LOM 6.8,052. LMM 0.7,052
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within .7 miles of LMM climb to 2000 on crs of 052 within 20 miles
CAUTION: Tower 762 MSL 1 mi SE Final Approach crs between LOM and LMM
Major Changes: Revises initial approaches. Changes alt. over LMM. Changes missed approach. Deletes straight-in minima for large aircraft.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbus, Ga	Muscogee County 397'	LOM LMM	CS SG	1 Amdt 4 22 Jan 1955	3 2 Feb 53

Cotulla VOR	COT-ADF	direct	1600	T-dn	300-1	300-1	
				C-dn	600-1	600-1	
				A-dn	800-2	800-2	

Procedure turn S side of crs, 310 Outbnd, 130 Inbnd, 1600 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 1100'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 1600 on crs of 130 within 10 miles.
CAUTION: 560' unlighted water tower 1 mile WSW
Major Changes: Changes direction of procedure turn

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cotulla, Texas	Municipal 471'	BMH	COT	1, Amdt 2 3 Sep 1955	1 29 Jan 55

Dalhart BVOR	DHT-ADF	direct	5200	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 120 Outbnd, 300 Inbnd, 5200 within 10 miles
Minimum Altitude over facility on final approach crs, 4700'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 5300 on crs of 311 within 20 miles
Major Changes: Raise circling landing minima

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dalhart, Texas	Municipal 3989'	MH	DHT	1, Amdt 4 10 Dec 1954	2 Aug 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Dallas LFR	DCV-ADF	direct	2000	T-dn	300-1	300-1	
Dallas VOR	DCV-ADF	direct	2000	C-dn	500-1	500-1	
				A-dn	NA	NA	NA

Procedure turn E side of crs, 150 Outbnd, 330 Inbnd, 2500 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 347-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.1 miles turn right return to DCV MHW climbing to 2600
CAUTION: 1000' MSL radio tower located 2.5 miles S of airport

NOTE: No weather service available. Air Carrier Use NA. Radar Terminal Area transition altitude: 2000 within 5 to 20 N mi. Radar control must provide 3 N mi or 1000 vert separation or 3 to 5 N mi and 500 vert separation from radio towers 1108 MSL 20 N mi N 2349 MSL 16 N mi SSW - 1230 MSL 10 N mi WNW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dallas, Texas	Red Bird 642'	MHW DCV	1, Orig 8 Oct 1955	None

Int NE crs Greensboro LFR &	DANVILLE MH	direct	1600	T-dn	300-1	300-1	200-½
327° Brng	DAN-ADF	direct	1600	C-dn	500-1	500-1½	500-1½
South Boston Int	DAN-ADF	direct	1600	A-dn	800-2	800-2	800-2
Int NE crs Greensboro LFR & 012 Brng	Danville MH	direct	1600				
Danville VOR	DAN-ADF	direct	1600				

Procedure turn N side of crs, 061 Outbnd, 241 Inbnd, 1600 within 10 miles
Minimum Altitude over facility on final approach crs, 1100'
Facility at airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, make a left turn, climbing to 2000' on a heading of 120; and return to Danville BMH

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Danville, Va	Danville Airport 582'	BMH DAN	1, Amdt 3 8 Aug 1954	2 15 May 54

DEN VOR	AUR-MHW	direct	7000	T-dn	300-1	300-1	200-½
DEN LFR	AUR-MHW	direct	7000	C-dn	400-1	500-1	500-1½
Franktown FM* (Northbnd only)	AUR-MHW	direct	7000	S-dn-35	400-1	400-1	400-1
Englewood FM	AUR-MHW (Final)	direct	6200	A-dn	800-2	800-2	800-2

*Descent below 8900' not authorized until 3 mi N of Franktown FM due to 6715' terrain 6 mi NW of Franktown.

Procedure turn E side S crs, 164 Outbnd, 344 Inbnd, 7000 within 10 miles (NA beyond 10 miles due to terrain)
Minimum Altitude over facility on final approach crs, **6200'
**Do not descend below 5825' MSL until 1.5 mi N Aurora RBn on account of 5525' MSL tower at Lowry Field.
Crs and distance, facility to airport, 344-3.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.1 miles, climb to 6300' on crs of 348° from DEN LFR within 20 miles
NOTE: Alternate missed approach, when directed by ATC, climb to 6600' on E crs DEN LFR within 20 miles
CAUTION: 5918' MSL tower 4.7 miles E SE of airport. Standard clearance not provided over obstructions in final approach area.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Denver, Colo	Stapleton Airfield 5331'	MHW AUR	2, Amdt 5 7 May 1955	4 15 May 54

RML-LFR	RBn	direct	2300	T-dn	*500-1	*500-1	*500-1
Windsor LFR	RBn (Final)	direct	1500	C-dn	700-1	700-1	700-1½
Windsor VOR	RBn	direct	2300	C-dn	800-2	800-2	800-2

*300-1 take-off minimums authorized Runway 33 only.

Procedure turn E side of crs, 149 Outbnd, 329 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 329-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 2300' on crs of 329° to Warren Int
AIR CARRIER NOTE: Sliding Scale not authorized
Major Changes: Transition altitude revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Detroit City 626'	MH DET	1, Amdt 6 18 Aug 1956	5 14 Jul 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Int W crs RML LFR & 050 Brg				T-dn	300-1	300-1	200-½
to MHW	FRD MHW	direct	2000	C-dn	400-1	500-1	500-1½
Detroit LFR	FRD MHW	direct	2000	S-dn-22R &	400-1	400-1	400-1
Int N crs RML LFR & 230 Brg.				22L			
to MHW	FRD MHW	direct	2000	A-dn	800-2	800-2	800-2
Int N crs TOL & 050 Brg to MHW	FRD MHW	direct	2000				
Salem VOR	FRD MHW						
Carleton VOR	FRD MHW	direct	2000				
Bridgewater VHF Int	FRD-MHW	direct	2300				
Milan VHF Int	FRD-MHW	direct	2000				
Midcraft VHF Int	FRD-MHW	direct	2000				
Park VHF Int	FRD-MHW	direct	2000				

NOTE: Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3 N miles from FRD MHW. Refer to Radar Approach Procedure (Willow Run) if detailed information on sector altitudes is desired.

Procedure turn, N side of crs, 050 Outbnd, 230 Inbnd, 2000 within 9 miles. NA beyond 9.0 miles.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 230-3.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles, climb to 2000 on W crs Detroit LFR within 20 miles or when directed by ATC: (1) Climb to 2300' proceed to YIP LOM. (2) Climb to 2300' proceed to RML LOM. (3) Make left turn, climbing to 2000' proceed to CRL VOR.
CAUTION: TV antenna 1738 & 1749 15.0 mi. NE Ford Rbn

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated	
Detroit, Mich	Willow Run 716'	MHW	FRD	2, Amdt 5 31 May 1956	4	22 Mar 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Dyersburg VOR	DYR-ADF	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn, N side of crs, 090 Outbnd, 270 Inbnd, 1700 within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 00 miles, climb to 1600 on crs 270° within 20 miles
Major Changes: Increase procedure turn altitude and raise landing minima.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated	
Dyersburg, Tenn	Municipal 337'	BMH	DYR	1, Amdt 3 17 Dec 1954	2	28 Apr 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	500-1½	500-1½	500-1½
				C-dn	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 185 Outbnd, 005 Inbnd, 1000 within 10 miles
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 005-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 2000' on crs of 005° within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated	
Canton Island Phoenix Islands	Topham Field 9'	BW	CIS	1, Amdt 5 21 Apr 1956	4	1 Nov 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
				C-d	700-2	1000-3	1000-3
				A-d	800-2	1000-3	1000-3
				Climb out from VFR conditions	700-2	1000-3	100-3
				No other conditions authorized			

Procedure turn, no turn final approach crs, 200 to 700' within 20 miles
SHUTTLE: Within 10 miles to 4500', 200° Outbnd, 020° Inbnd.
Minimum Altitude over facility on final approach crs, seeNote*.
*CAUTION: Maneuvering over facility below 4500' not authorized.
Crs and distance, facility to airport, flight to continue to destination VFR
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn left at Cape Spencer Int, climb to 5300' on crs of 112° to Sitka LFR, or when directed by ARTC, turn right at Cape Spencer Int, climb to 1200' on crs 291° to Yakutat LFR.
NOTE: This procedure designed for Seaplanes descending to VFR conditions using harbors near Cape Spencer and Cross Sound.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cape Spencer Lighthouse, Alaska	USCG Marine Radio Beacon and Light Beacon - no airport or seadrome	HW "T"	1, Amdt 1 13 Aug 1955	Original 26 Jul 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Iowa City VOR	CID-RBn	Direct	2000	T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs 260 Outbnd, 080 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2000' on crs 080° within 20 miles of CID "H" facility

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cedar Rapids, Iowa	Municipal 863'	"H" CID	1, Amdt 1, 10 Mar 1954	Orig. 20 July 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Iowa City VOR	CID-RBn	direct	2000	T-dn	300-1	300-1	200-½
CID RBn	Walford Int**	direct	2000	C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-dn-8	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 260 Outbnd, 080 Inbnd, 2000' within 10 mi of Walford Int. Not authorized unless aircraft equipped to receive ADF and VOR simultaneously.
Minimum Altitude over Walford Int** on final approach crs, 1500'
**Walford Int - 330° Radial of Iowa City VOR and 080° bearing to CID RBn.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.5 miles of Walford Int**, climb to 2100' on 080 crs from CID RBn within 20 miles.
NOTE: All aircraft will procede en route to CID RBn, thence to Walford Int**. Initial approach to Walford Int** from CID RBn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cedar Rapids, Iowa	Municipal 863'	"H" CID	2, Orig 30 Mar 1954	None

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Iowa City VOR	CID-RBn	direct	2000	T-dn	300-1	300-1	200-½
CID RBn	ELY Int**	direct	2100	C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 084 Outbnd, 264 Inbnd, 2100 within 10 miles of Ely Int**
Minimum Altitude over Ely Int** on final approach crs, 1500'
Crs and distance, facility to airport, Ely Int** 264-4.5
**Ely Int - 355° Radial of Iowa City VOR and 264° Bearing to CID RBn.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.5 miles of Ely Int**, climb to 2000' on crs of 260° from CID RBn within 20 miles.
NOTE: Procedure NA unless aircraft equipped to receive ADF VOR
All aircraft will procede en route to CID RBn, thence to Ely Int**. Initial approach from CID RBn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cedar Rapids, Iowa	Municipal 863'	"H" CID	3, Orig 30 Mar 1954	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-d	1000-1	1000-1	
				C-d	1000-2	1000-2	
				A-d	1500-3	1500-3	

Procedure turn, S side crs, 253 Outbnd, 073 Inbnd, 2100 within 10 miles
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 073-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 miles, climb to 2500 on crs 073 within 10 miles and return to Huntington BH
NOTE: Air carrier use NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chesapeake, Ohio	Huntington airport 560'	BH	HTW	1, Amdt 1 18 Dec 1953	Orig 9 Dec 53

Int CHI TVOR R-196 & CGT VOR	EDZ-RBn			T-dn	300-1	300-1	200-½
R-272		direct	2300	C-d	400-1	500-1	500-1½
Howell Int	EDZ-RBn	direct	2000	C-n	400-1½	500-1½	500-1½
Joliet VOR	EDZ-RBn	direct	2000	S-dn-31L,R	400-1	400-1	400-1
Big Run Int	EDZ-RBn	Direct	2000	A-dn	800-2	800-2	800-2
API VOR	EDZ-RBn	direct	2300				
Downers Grove Int	EDZ-RBn	direct	2300				
CHI LFR	EDZ-RBn	direct	2000				
Lake Shore Int	EDZ-RBn	direct	2500				
Crib Int	EDZ-RBn	direct	2000				
Gary Int	EDZ-RBn	direct	2000				
Gary Int	EDZ-RBn (Final)	direct	1500				
CGT VOR	EDZ-RBn	direct	2000				
CGT VOR	EDZ-RBn (Final)	direct	1500				
Thornton Int	EDZ-RBn	direct	2000				
Thornton Int	EDZ-RBn (Final)	direct	1500				
Radar Vectors 60° clockwise to		within					
185° from EDZ RBN	EDZ-RBn	20 mi	2000				
Ditto, 185° clockwise to 060°	EDZ-RBn	"	2500				

Procedure turn, E side of crs, 132 Outbnd, 312 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 312-3.3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 miles, climb to 2500 or higher altitude specified by ATC on front crs Chicago ILS and proceed to Chi ILS LOM, or as directed by ATC as follows: make left turn, climbing to 2000', proceed to Momence Int via N and S crs Harvey range.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	MHW	EDZ	2, Amdt 8 25 Feb 1956	7 22 Mar 55

Evanston Int	LOM	direct	2500	T-dn	300-1	300-1	200-½
Glenview LFR	LOM	direct	2500	C-d	400-1	500-1	500-1½
Int S crs MKE LFR &	LOM	direct	2500	C-n	400-1½	500-1½	500-1½
E crs RFD LFR				S-dn 14R	400-1	400-1	400-1
Wilson Int	LOM	direct	2500	A-dn	800-2	800-2	800-2
Chicago LFR	LOM	direct	2500				
API VOR	LOM	direct	2500				
MDW LOM	LOM	direct	2500				

Procedure turn W side NW crs, 330 Outbnd, 150 Inbnd, 2500 within 10 mi
Minimum altitude over facility on final approach course 2000'
Course and distance, facility to airport, 150, 5.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 mi, make left turn, climb to 2500' on heading of 050° to SE crs NBU LFR. Proceed to Mundelein Int via NBU LFR or when direct by ATC: (1) make left turn, climb to 2500', proceed to LOM.
CAUTION: Radio towers approximately 3 mi right of inbnd crs 1460' and 1420' m.s.l.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill.	O'Hare Int'l 666'	LOM - OR	2, Orig 26 Jan 1957	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Eld Dorado VOR	ELD-ADF	direct	1600	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side crs, 310 Outbnd, 130 Inbnd, 1400 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 900'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1900 on crs of 130 within 20 miles
CAUTION: No control area. Pilots using this facility shall, as soon as practicable, advise El Dorado Radio of their position, altitude, ETA, and intentions, and thereafter determine that adequate separation exists from other reported users of navigational facilities in the area. In instances where other aircraft have previously contacted El Dorado Radio, hold between facility and a point 2 minutes out on final approach crs at least 1,000' above procedure turn altitude and 1,000' above previously reported traffic until advised that aircraft making approach has landed. Keep El Dorado Radio advised at all times of changes in altitude and position in order that other aircraft may also receive this information.
Major Changes: Raise missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
El Dorado, Ark	Goodwin Field 277'	RBN	ELD	1, Amdt 2	20 Jul 1955	1	15 Jan 55

Hazen Int (W crs FFN LFR and LOL Radial 200)	FFN-ADF	direct	6000	T-dn	300-1	300-1	300-1
				C-d	500-1	500-1	500-1½
				C-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 123 Outbnd, 303 Inbnd, 7500 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 5500'
Crs and distance, facility to airport, 297-5.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.8 miles, turn left and climb to 6000' on Outbnd crs of 280° within 15 miles, in no case beyond Hazen Int (18 miles).

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated
Fallon, Nev	Municipal 3965'	SBRAZ	FFN	1, Orig	12 Mar 1955	None

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Mitchel LFR	BBN-ADF	direct	1500	T-dn	300-1	300-1	
Long Beach Int	BBN-ADF	direct	1500	C-dn	500-1½	500-1½	
Scotland RBn	BBN-ADF	direct	1500	S-dn 1&32	500-1	500-1	
St. James Int	BBN-ADF	direct	1500	A-dn	800-2	800-2	
Huntington Int	BBN-ADF	direct	1500				
Radar Terminal area transitions all directions	BBN-ADF	within 25 mi of IDL Radar	3000				

Procedure turn E side of crs, 166 Outbnd, 346 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport 346-3.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 miles of Babylon MHW, climb on a crs of 350° to the NE crs of the Mitchel LFR and proceed to the Mitchel Radio Range at 2500'.
NOTE: Straight-in approach approved on a crs of 350° to the Babylon MHW within 10 miles as determined by surveillance radar. Procedure approved only during the hours that the control tower is in operation.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated
Farmingdale, N Y	Republic Aviation 82'	MHW	BBN	1, Orig	29 Jul 1954	None

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Findlay VOR	FDY-ADF	direct	2000	T-dn	300-1	300-1	200-½
				C-dn	800-1	800-1	800-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 180 Outbnd, 360 Inbnd, 2000 within 10 miles.
Minimum Altitude over facility on final approach crs, 1600'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles of Findlay BMH make a left climbing turn to 2000'. Hold S in a standard pattern 360° Inbnd at 2000'.
Major Changes: Final approach altitude revised. Note deleted. Circling minimums raised, straight-in minimums deleted.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Findlay, Ohio	Findlay Airport 800'	BMH	FDY	1, Amdt 1	29 Dec 1956	Orig	3 Nov 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-d	1000-2	1000-2	
				T-n			
				C-d	1700-2	1700-2	
				C-n			
				A-dn	NA	NA	

Procedure turn S side of crs, 320 Outbnd, 140 Inbnd, 3000 within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . .
within 0.0 mi, climb to 3000' on crs of 140 within 10 mi of Fitchburg MH.
AIR CARRIER NOTE: Sliding scale and provisions for reduced visibility not applicable below one mi.
NOTE: Facility must be monitored aurally during this procedure.
NOTE: Facility operated by city.

City and State	Airport Name & Elev.	Fac.Class & Ident.	Procedure No. & Eff. Date	Sup Amdt. No. Dated
Fitchburg, Mass	Municipal 348'	MH FIT	1, Amdt 1 2 Jul 55	Orig 1 Apr 54

				T-d	1000-2	1000-2	
				T-n			
				C-d	1200-2	1200-2	
				C-n			
				A-dn			

Procedure turn N side of crs, 140 Outbnd, 320 Inbnd, 2500 within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, climb to 3000' on crs of 320 within 10 mi of Fitchburg MH.
AIR CARRIER NOTE: Sliding scale and provisions for reduced visibility not applicable below one mi.
NOTE: Facility must be monitored aurally during this procedure.
NOTE: Facility operated by City.
Major Changes: Procedure for publication. Minimums revised. Final approach altitude reduced.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fitchburg, Mass	Municipal 348'	MH FIT	2, Amdt 1 2 Jul 55	Orig, 1 Apr 54

				C-d	700-2	1000-3	1000-3
				A-d	800-2	1000-3	1000-3
				No other Conditions authorized.			

Procedure turn W side 320 Outbnd, 140 Inbnd, 3500' within 15 mi, beyond 15 mi NA.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 140-3.0 - Flight to continue to destination VFR *
* This procedure designed for descent to VFR conditions to destinations at Juneau and Petersburg.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3 mi after passing Station, climb on crs of 126 to 5700' within 20 mi.
CAUTION: Terrain with elevations to 1400' 10 mi W of let-down and final approach crs. Maneuvering E of let-down crs not authorized due to high terrain.
SHUTTLE: Within 10 mi to 3500', 320 Outbnd, 140 Inbnd
Major Changes: Change missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Five Finger	Station USCG Marine 81'	HW D	1, Amdt 1 13 Aug 55	Original 26 Jul 54

Radio Beacon & Light Beacon - no Airport or Seadrome

Ft Myers VOR	FMY-ADF	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-d-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side crs, 220 Outbnd, 040 Inbnd, 1200 within 10 mi.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 040-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, climb to 1300' on crs of 040 within 17 mi *
* 17 mi limit due traffic on Airways B-1, V-97.
Major Changes: New facility at new location.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ft Myers, Flo	Page Field 17'	BH FMY	1, Orig. 13 Jan 56	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Carter ILS-LOM	GPR-ADF	Direct	1900	T-dn	300-1	300-1	200-½
Farmers Br Int	GPR-ADF	Direct	1900	C-dn	400-1	500-1	500-1½
Dallas LFR	GPR-ADF	Direct	1900	S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 196 Outbnd, 016 Inbnd, 2500' within 10 mi. (nonstandard due to traffic)
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 349-4.9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, turn left, climb to 1900' on crs of 309 within 15 mi of Carter ILS-LOM or when directed by ATC, climb to 2200' on crs of 349 within 20 mi of Grand Prairie MHW.

Major Changes: Delete transitions. Realign procedure turn and final approach crs. Raise minimum altitude over facility on final approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ft Worth, Tex	Amon Carter Field 568'	MHW	GPR	2, Amdt 3 19 Jun 55	2 24 Jul 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Albany LFR	GFL-ADF	Direct	3000	T-dn	300-1	300-1	*200-½
				C-dn	800-1	800-1	800-1½
				A-dn	1000-2	1000-2	1000-2

* 300-1 required for take-off on Runway 30.

Procedure turn E side of crs, 190 Outbnd, 010 Inbnd, 2500' within 10 mi.
Minimum Altitude over facility on final approach crs, 1100'
Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi after passing Glens Falls BMH, make an immediate right climbing turn to 3000' on a crs of 190 within 10 mi.

Major Changes: Circling minimums reduced. Final approach altitude reduced.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Glens Falls, N Y	Warren County 328'	BMH	GFL	1, Amdt 4 29 Dec 56	3 21 May 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	300-1
				C-d	600-1	700-1	700-1½
				C-n	600-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 250 Outbnd, 070 Inbnd, 5700' within 10 mi.
Minimum Altitude over facility on final approach crs, 4300'
Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn right, climb to 7000' on crs of 120 from GNG-H within 15 mi.

Major Changes: Raise take-off minimums for 4-eng aircraft. Eliminate enroute instructions on missed approach. Delete transitions.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Gooding, Idaho	Gooding Municipal 3729'	BH	GNG	1, Amdt 4 22 Dec 56	3 30 Jun 50

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	600-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 197 Inbnd, 017 Outbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 197-2.4

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 mi, climb to 2500' on a crs 197 within 10 mi, return to HTW BH.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Huntington, W Va	Tri-State 827'	BH	HTW	1, Orig 3 Dec 53	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-24	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 065 Outbnd, 245 Inbnd, 1500' within 10 mi. NA beyond 10 mi (nonstandard to avoid Otis AFB traffic)
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, 245-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 mi, make an immediate left climbing turn return to Hyannis MHW at 1300'
NOTE: Facility must be monitored aurally during this procedure.
Major Changes: Minimums added for aircraft with more than two engines.

City and State Hyannis, Mass | Airport Name & Elev. Barnstable 56' | Fac. Class & Ident. MHW HYA | Procedure No. & Eff. Date 1, Amdt 7 4 Aug 56 | Sup. Amdt. No. Dated 6 17 Sept 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Litchfield VOR	JXN-RBn	Direct	2300	T-dn	300-1	300-1	200-½
Manchester Int	JXN-RBn	Direct	2300	C-dn	#400-1	500-1	500-1½
Int SE crs LAN LFR & 210 Brg to JXN-RBn	JXN-RBn	Direct	2300	S-dn-13	#400-1	#400-1	#400-1
Int W crs RML LFR & 030 Brg to JXN-RBn	JXN-RBn	Direct	2300	A-dn	800-2	800-2	800-2
Leslie Int	JXN-RBn	Direct	2300				

If Int * not received or aircraft not equipped to receive VOR maintain 1500' to BMH & 500' circling minimums apply.
* Int Brng 135 to JXN-RBn & R-037 LFD

Procedure turn W side of crs, 315 Outbnd, 135 Inbnd, 2300' within 10 mi of Int*
Minimum Altitude over facility on final approach crs, 1500' (over Int*)
Crs and distance, facility to airport, 135-3.9 (From Int*)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi (of Int*) climb to 2300' on crs of 135 within 10 mi, return to JXN-BMH.
CAUTION: Radio tower 1330' MSL 2.0 mi SE of BMH.

City and State Jackson, Mich | Airport Name & Elev. Reynolds 1000' | Fac. Class & Ident. BMH JXN | Procedure No. & Eff. Date 1, Amdt 7 10 Mar 56 | Sup. Amdt. No. Dated 6 26 Nov 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				*T-dn	300-1	300-1	200-½
				*C-dn	400-1	500-1	500-1½
				*S-dn-5	400-1	400-1	400-1
				*A-dn	800-2	800-2	800-2

* Runway lights available by prior arrangement only.

Procedure turn S side of crs, 225 Outbnd, 045 Inbnd, 3700' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 045-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi, make a right climbing turn to 4000' and return to Johnstown MHW and hold SW on crs of 225 within 10 mi.

City and State Johnstown, Pa | Airport Name & Elev. Municipal 2284' | Fac. Class & Ident. MHW JST | Procedure No. & Eff. Date 1, Amdt 1 25 Jun 54 | Sup. Amdt. No. Dated Orig 21 Dec 49

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-d T-n	700-2	1000-2	*1000-3
				C-d C-n	700-2	1000-2	1000-3
				A-d A-n	800-2	1000-3	1000-3

* AIR CARRIER NOTE: IFR Take-off minimums for Air Carriers holding authorizations at Juneau Airport, day 800-2: night 3000-10, Rny 25 only, no precipitation, Auke Mountain visible.

Procedure turn W side of crs, 285 Outbnd, 105 Inbnd, 3500' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500' - Descend to 1500' after passing Pleasant Isle FM.
Crs and distance, facility to airport, Sisters Island to Juneau VFR 25 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 mi on crs 105 mag, turn left, climb to 4500' on crs 285 between Sisters Island Rbn & Gustavus LFR.
CAUTION: Mountainous terrain to 3000' 5 mi N of SE crs Gustavus LFR. Advise all turns at Sisters Island be made left or E of crs 105 magnetic.

City and State Juneau, Alaska | Airport Name & Elev. Juneau 26' | Fac. Class & Ident. HW-FM SSR | Procedure No. & Eff. Date 1, Amdt 3 19 May 55 | Sup. Amdt. No. Dated 2 24 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-d	700-2	1000-2	*1000-3
				T-n			
				C-d	700-2	1000-2	1000-3
				C-n			
				A-d	800-2	1000-3	1000-3
				A-n			

* AIR CARRIER NOTE: IFR take-off minimums for Air Carriers holding authorizations at Juneau Airport, day 800-2; night 3000-10, Rny 25 only, no precipitation, Auke Mountain visible.

Procedure turn W side NW crs, Gustavus LFR 285 Outbnd, 105 Inbnd, 2700' within 10 mi. Turns beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1500' at Pleasant Isle FM
Crs and distance, facility to airport, VFR to Juneau 25 mi from SSR.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7 mi after passing Pleasant Isle FM, climb to 1500' on Sisters Island Rbn thereafter turn left, climb to 4500' on crs 285 between Sisters Island Rbn and Gustavus LFR.
CAUTION: Mountainous terrain to 3000' 5 mi N of SE crs Gustavus LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Juneau, Alaska	Juneau 26'	SBRAZ GST HW-FM SSR	2, Amdt 2 19 May 55	1, 24 Jun 54

Greenfield Int LMF	EEN-ADF	Direct	4000	*T-dn	1500-2		
Greenfield Int VOR	EEN-ADF	Direct	4000	C-dn	1500-2		
				A-d	2500-2		
				A-n	4000-2		

* Night take-off to SE not authorized.

Procedure turn W side of crs, 201 Outbnd, 021 Inbnd, 3500' within 10 mi. NA beyond 10 mi. (W to avoid terrain to E)
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 021-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 mi, make a left climbing turn returning to Keene HW. Continue to climb to 4000' in standard holding pattern 193 Inbnd & 013 Outbnd, all turns W of holding track.
NOTE: IFR CLIMB-OUT PROCEDURE: Climb with visual reference to enter ceiling over airport on direct crs, climbing to Keene HW, continue to climb in holding pattern. MINIMUM FACILITY DEPARTURE ALTITUDE 4000' except 5000' NE BND.
NOTE: Facility must be monitored aurally during this procedure.
NOTE: Facility operated by State.
AIR CARRIER NOTE: Visibility below one mi day, 2 mi night not authorized by application of sliding scale.
For local visibility conditions for landing or for reduction to take-off minimums.
Major Changes: Direction of missed approach holding pattern reversed.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Keene, N H	Dillant-Hopkins 482'	HW EEN	1, Amdt 4 2 Jun 56	3 31 Dec 55

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	1000-2	1000-2	1000-2

Procedure turn N side of crs, 029 Outbnd, 209 Inbnd, 1200' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 209-1.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.4 mi, climb to 6000' on crs of 186 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Kotzebue, Alaska	Ralph Wien 9' Memorial	BH OTZ	1, Amdt 4 4 Feb 56	3 31 Mar 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Concord LFR	LCI-ADF	Direct	4000	#T-d	500-1		
Concord VOR	LCI-ADF	Direct	4000	*T-n	1000-2		
				C-d	1000-1½		
				*C-n	1500-2		
				A-dn			

No take-offs on Runway 17
* Night operations on Runway 8-26 only. All circling to be conducted north of Runway 8-26.

Procedure turn S side of crs, 263 Outbnd, 083 Inbnd, 3000' within 10 mi.
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 083-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi, make a climbing left turn, return to Laconia MHW. Continue to climb to 4000' on crs of 30 Outbnd, 210 Inbnd within 10 mi of Laconia MHW. Hold in a standard pattern at 4000' Inbnd crs of 210.
NOTE: After take-off from Runway 8 and 35, proceed in accordance with missed approach procedure. After take-off from Runway 26 proceed direct to Laconia MHW then continue to climb as in missed approach procedure.
NOTE: Minimum enroute facility departure altitude 4000'
NOTE: Facility must be monitored aurally during this procedure.
NOTE: Facility owned and operated by State.
AIR CARRIER NOTE: This procedure authorized for day only. Visibility below 1 mi NA by application of sliding scale; for local visibility conditions for landings; or for reduction of take-off minimums.
Major Changes: Night minimums added and procedure published for public use.

City and State	Airport Name & Elev.		Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Laconia, N H	Municipal	552'	MHW	LCI	1, Amdt 2 16 Apr 55	1 15 Jun 51

Lafayette VOR	LFT-ADF	Direct	1200	*T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

* 500-1 required for take-offs on Runway 28.

Procedure turn E side of crs, 180 Outbnd, 360 Inbnd, 1200' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 700'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi climb to 1300' on crs of 360 within 20 mi.
CAUTION: 494' TV Tower 3.0 mi WNW airport.
Major Changes: Remove night restrictions. Revise take-off restriction Runway 28. Add Caution note.

City and State	Airport Name & Elev.		Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lafayette, La	Lafayette	41'	MH	LFT	1, Amdt 6 1 Sep 56	5 5 Feb 55

Int Harrisburg VOR radial 132 and 058 brng.	Lancaster MHW (Final)	Direct	1500	T-dn	300-1	300-1	
				C-dn	500-1	600-1	
				S-dn-8	400-1	400-1	
				A-dn	800-2	800-2	

Procedure turn S side of crs, 238 Outbnd, 058 Inbnd, 1800' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 058-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, make a climbing left turn and return to Lancaster MHW at 2000'
Major Changes: Revises alternate landing minimums.

City and State	Airport Name & Elev.		Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lancaster, Pa	Municipal	401'	MHW	LRP	1, Amdt 5 21 May 55	4 21 Mar 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	
				C-dn	600-1	600-1½	
				*S-dn-5	500-1	500-1	
				A-dn	800-2	800-2	

* CAUTION: Straight-in rate of descent exceeds standard.

Procedure turn S side of crs, 234 Outbnd, 054 Inbnd, 1800' within 6 mi. NA beyond 6 mi. (limited to insure traffic separation)
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 051-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 mi, make a right climbing turn returning to LWM MHW facility at 1800'. Hold in a 1 min right-hand pattern on 051 crs Inbnd, 234 Outbnd.
NOTE: Runway 18-36 not authorized at night. (no lights)
NOTE: Runway 18-36 not authorized for aircraft with stall speed more than 65 K.
NOTE: Facility operated by City.
Major Changes: Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lawrence, Mass	Municipal 165'	MHW	LWM	1, Amdt 2 28 Jan 56	1 24 Jul 54

Lawton VOR	PFL MHWZ (Final)	Direct	1900	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn, E side of course, 172 Outbnd, 352 Inbnd, 2700' within 10 miles
Minimum altitude over facility on final approach course, 1900'
Crs and distance, facility to airport, 352-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, turn right, climb to 2700' returning to PFL RBn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lawton, (Ft.Sill) Okla.	Post A.A.F.	MHWZ-PFL	1, Amdt Orig. 19 Jan 57	none

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				T-d	1000-2		
				T-n	2000-2		
				C-d	1500-2		
				C-n	2000-2		
				A-dn	2500-2		

Procedure turn W side of crs, 004 Outbnd, 184 Inbnd, 4000' within 10 mi.
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 184-3.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi, climb to 5000' on crs of 184 within 10 mi of Lebanon H facility.
AIR CARRIER NOTES: Operations on Runway 7 not authorized at night. Runway 25 authorized at night for take-off only.
Sliding scale N.A. No reduction in landing visibility minimums authorized for local conditions.
No reduction in take-off minimums authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lebanon N H	Lebanon Municipal 579'	BH	LEB	1, Amdt 2 1 Apr 54	1 23 Mar 53

Lexington VOR	LEX-ADF	Direct	2300	T-dn	300-1	300-1	200-½
Frankfort Int	LEX-ADF	Direct	2200	C-dn	400-1	500-1	500-1½
Georgetown LF Int	LEX-ADF	Direct	2300	S-dn-4	400-1	400-1	400-1
Int Brng 042 to Lexington BH and Lexington R-264 VOR	LEX-ADF (Final)	Direct	1500	A-dn	800-2	800-2	800-2
Richmond Int	LEX-ADF	Direct	2300				

Procedure turn S side of crs, 222 Outbnd, 042 Inbnd, 2100' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 042-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 mi, climb to 2300' on 042 within 15 mi or, when requested by ATC, make climbing left turn to 2100' and return to Lexington BH.
Major Changes: Transitions added. Procedure turn limited to 10 mi. Distance-facility to airport revised. Straight-in min established.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lexington, Ky	Blue Grass 978'	BH	LEX	1, Amdt 6 22 Jan 55	5 10 Feb 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Lufkin VOR	LFK-ADF	Direct	1600	T-dn	300-1	*300-1	
				C-dn	600-1	600-1½	
				A-dn	800-2	800-2	

* Heavier aircraft use caution due Runway load bearing ability.

Procedure turn S side of final approach crs, 296 Outbnd, 116 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 1500' on crs of 116 within 20 mi of LFK RBN.
CAUTION: Radio Tower 548' MSL located 3 mi SW of airport.

City and State	Airport Name & Elev.		Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lufkin, Tex	Angelina County	290'	BMH	LFK	1, Amdt 5 14 Jan 54	4 28 Nov 51

				T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of W crs, 270 Outbnd, 090 Inbnd, 1400' within 10 mi.
Minimum Altitude over facility on final approach crs, 600'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, climb to 1500' on crs of 090 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lumberton, N C	Lumberton 126'	BMH	LBT	1, Amdt 5 10 Sep 54	4 3 Jul 51

Int NE crs Columbus LFR & 310 brng to Mansfield BMH	MFD-ADF	Direct	2500	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
Mansfield VOR	MFD-ADT	Direct	2500	A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 310 Outbnd, 130 Inbnd, 2500' within 10 mi.
Minimum Altitude over facility on final approach crs, 1900'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, climb to 2500' on crs of 130 within 10 mi. of Mansfield BMH.
Major Changes: Reduction in circling minimums. Restriction in missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Mansfield, Ohio	Mansfield 1296'	BMH	MFD	1, Amdt 6 21 Jan 56	5 15 May 54

Mineral Wells VOR	MWL-ADF	Direct	2000	T-dn	300-1	300-1	300-1
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 130 Outbnd, 310 Inbnd, 2000' within 10 mi (nonstandard due to traffic)
Minimum Altitude over facility on final approach crs, 1600'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2500' on crs of 310 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Mineral Wells, Tex	Municipal 964'	BMH	MWL	1, Amdt 2 13 Jan 54	1 18 Aug 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Fort Jones LFR	SIY-BH	Direct	9000	T-d	1500-2	1500-2	1500-2
Fort Jones VOR	SIY-BH	Direct	9000	T-n	1500-3	1500-3	1500-3
				C-d	2500-2	2500-2	2500-2
				C-n	2500-3	2500-3	2500-3
				A-d	2500-2	2500-2	2500-2
				A-n	2500-3	2500-3	2500-3

Procedure turn E side crs, 160 Outbnd, 340 Inbnd, 6500' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 5100'
Crs and distance, facility to airport, 350-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn left, climb to 9000' on crs 160 Outbnd, 340 Inbnd, within 10 mi of SIY BH.
NOTE: In no case will procedure turn be accomplished S of the E crs of Ft Jones LFR.
NOTE: Procedure not authorized during severe storm conditions.
AIR CARRIER NOTE: Sliding scale not applicable.
CAUTION: No control area. Pilots using this facility shall, as soon as practicable, advise Montague Radio of their position, altitude, ETA, and intentions, and thereafter determine that adequate separation exists from other reported users of navigational facilities in the area. In instances where other aircraft have previously contacted Montague Radio, hold between facility and a point two minutes out on final approach crs at least 1,000' above procedure turn altitude and 1000' above previously reported traffic until advised that aircraft making approach has landed. Keep Montague radio advised at all times of changes in altitude and position in order that other aircraft may also receive this information.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Montague, Calif	Siskiyou County 2647'	BH	SIY	1, Amdt 5 16 Aug 54	4 10 Sep 52

Salinas VOR	MRY-ADF	Direct	3000	T-dn	300-1	300-1	300-1
Saratoga Int	MRY-ADF	Direct	5000	C-d	700-2	700-2	700-2
				C-n	700-3	700-3	700-3
				A-d	1000-2	1000-2	1000-2
				A-n	1000-3	1000-3	1000-3

Procedure turn W side of crs, 310 Outbnd, 130 Inbnd, 1800' within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 094-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn left, climb to 2000' on track of 310 within 10 mi of MRY H.
Major Changes: Change procedure turn distance, direction and altitude; revise distance in missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Monterey, Calif	Monterey Peninsula 220'	MHZ	MRY	1, Amdt 7 17 Mar 56	6 17 Dec 54

				T-dn	300-1		
				C-d	600-1		
				C-n	600-2		
				S-17-d	600-1		
				S-17-n	600-2		
				A-dn	800-2		

Procedure turn W side of crs, 353 Outbnd, 173 Inbnd, 2600 within 10 mi.
Minimum Altitude over facility on final approach crs, 2100'
Crs and distance, facility to airport, 173-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, climb to 4000' on crs of 216 within 20 mi of Morgantown LFR.
CAUTION: High terrain 4 mi SE of airport.
Major Changes: Procedure published under Part 609, Reg. of Adm.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Morgantown, W Va	Morgantown 1256'	SBMRLZ	MGW	1, Amdt 1 9 Jul 55	Orig 15 Apr 51

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	800-1	800-1	800-1½
				S-dn-4	800-1	800-1	800-1
				A-dn	1000-2	1000-2	1000-2

Procedure turn W side crs, 238 Outbnd, 058 Inbnd, 2000' within 10 mi. NA beyond 10 mi. (nonstandard due to traffic).
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 020-3.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.1 mi, climb to 1000' on crs of 020, then make a right climbing turn, returning to Chatham RBN at 2000'

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Morristown, N J	Morristown 187'	MHW CAT	1, Amdt 1 27 Dec 53	Orig 1 Mar 52

Myrtle Beach VOR	MYR-ADF	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 200 Outbnd, 020 Inbnd, 1200' within 10 mi. Beyond 10 mi NA. (nonstandard due to warning area)
Minimum Altitude over facility on final approach crs, 600'
Facility on Airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Climb to 1400' on crs of 055 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Myrtle Beach, S C	Myrtle Beach AFB-MUN 24'	BMH MYR	1, Amdt 1 16 Apr 54	Orig 15 Jul 53

				T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 226 Outbnd, 046 Inbnd, 1200' within 10 mi.
Minimum Altitude over facility on final approach crs, 500'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn left, climb to 1200' on crs of 015 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New Bern, N C	Simmons-Nott 18'	BMH EWN	1, Amdt 2 13 Aug 54	1 6 Aug 53

New Orleans VOR	MSY-ADF	Direct	1500	T-dn	300-1	300-1	300-1
Int 360 brng to LaPlace MHW	MSY-ADF (Final)	Direct	900	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Radar vectoring approved from any point in terminal area to LFR at transition altitude of 1500'. Radar control must provide 3 mi lateral or 1000' vertical separation from 623 and 978 radio towers located 9 mi SE & 13 mi ESE of MSY LFR.

Procedure turn S side of crs, 272 Outbnd, 092 Inbnd, 1400' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 900' - Over LFR and over Bayou St. John FM*
* If Bayou St John FM not received, descent below 900' NA
Crs and distance, facility to airport, LFR to airport, 066-9.1
Crs and distance, facility to airport, Bayou St. John FM to airport 066-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 mi after passing Bayou St John FM, turn right, climb to 1400' on crs of 073 within 20 mi.
NOTE: Night operation NA runways 9-27 and 5-23.
AIR CARRIER NOTE: No reduction in minimums on runway 23 authorized for cargo and ferry flights.
Major Changes: Provides new transitions. Changes FM name. Lowers altitude over FM on final. Adds notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New Orleans, La	New Orleans 8'	SBRAZ MSY	1, Amdt 1 19 Feb 55	Orig 1 Feb 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Barton Int (NE crs Montpelier LFR & 017 crs to Newport MHW	EFK-ADF	Direct	5000'	T-d	500-1	500-1	
				T-n			
				C-d	1000-1½	1000-1½	
				C-n			
				S-d-23	700-1	700-1	
				S-n-23			
				A-dn			

Procedure turn W side of crs, 049 Outbnd, 229 Inbnd, 3500' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 229-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi, make a left (E) climbing turn. Return to Newport MHW. Climb to 5000' on crs 049 Outbnd, 229 Inbnd within 10 mi of facility, all turns w.
IFR CLIMBOUT PROCEDURE: Climb most direct route to MHW. Continue to climb to 3500' on Outbnd crs 049 Inbnd crs 229 within 10 mi of facility.
NOTE: Minimum facility departure altitude 3500'.
NOTE: Facility must be monitored aurally during this procedure.
NOTE: Facility operated by State.
AIR CARRIER NOTE: Sliding scale and local visibility provisions for landing or take-off minimums not appplicable below one mi visibility. Night operations not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Newport, Vt	Municipal 930'	MHW EFK	1, Orig 15 Jun 55	None

Oklahoma City LFR	TWO-ADF	Direct	2500	T-dn	300-1	300-1	200-½
Oklahoma City VOR	TWO-ADF	Direct	2500	C-dn	400-1	500-1	500-1½
Oklahoma City LOM	TWO-ADF	Direct	2500	S-dn-17	400-1	400-1	400-1
Bethany Int	TWO-ADF (Final)	Direct	2000	A-dn	800-2	800-2	800-2
Mustang FM	TWO-ADF	Direct	2500				

Radar Transition altitudes within 25 mi radius of Okla City L-MF Range & VOR Range.
NE quadrant 3800
SE quadrant 2700
SW quadrant 2800
NW quadrant 2800

Procedure turn W side crs, 350 Outbnd, 170 Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 170-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, climb to 2400 on crs of 170 within 20 mi.
NOTE: 300-1 required for take-off on Runways 8-26.
Major Changes: Add radar vector authority. Limit procedure turn. Delete alternate missed approach procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City, Okla	Will Rogers 1283'	MHW TWO	2, Amdt 3 24 Sep 55	2 6 May 54

Payette FM	ONO-ADF	Direct	5000	T-dn	300-1	300-1	
Int NW crs, Boise LF RNG and Brng 280 to ONO BMH	ONO-ADF	Direct	6000	C-d	700-1	700-1	
				C-n	700-2	700-2	
				A-dn	1000-2	1000-2	

Procedure turn E side of crs, 140 Outbnd, 320 Inbnd, 4000' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 2900'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, turn right, climb to 4000' on crs of 140 Outbnd within 15 mi.
Major Changes: Lower altitude in final approach altitude. Reduce circling minimums. Revise minimums missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ontario, Ore	Ontario 2190'	BMH ONO	1, Amdt 2 23 Apr 55	1 20 Jun 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	300-1
				C-dn	900-3	900-3	900-3
				A-dn	900-3	900-3	900-3

Procedure turn S side crs, 261 Outbnd, 081 Inbnd, 1500' within 10 mi and not more than 5 mi S of crs due to Pt Mugu danger area.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 261-5.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn right and climb to 3000' on Outbnd crs of 261 within 20 mi of LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oxnard, Calif	Oxnard-Ventura County 43'	SRAWZ CAV	1, Amdt 5 12 Mar 55	4 1 Sep 54

Stratus on Top Approach Procedure - Day only				T-d	300-1	300-1	300-1
Must be on Top with Tops not above 2000' MSL				C-d	600-1	600-1½	600-1½
				A-d	900-3	900-3	900-3

Procedure turn - None (Aircraft to arrive over CAV on top and descent to airport straight-in)
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 261-5.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5 mi, climb to 3000' or on top, on Outbnd crs of 261 within 20 mi of LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oxnard, Calif	Oxnard-Ventura County 43'	SRAWZ CAV	2 , Orig 12 Mar 55	None

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	6001½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 215 Outbnd, 035 Inbnd, 1600' within 10 mi.
Minimum Altitude over facility on final approach crs, 1000'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, climb to 2000' on crs of 035 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Paducah, Ky	Barkley 405'	BMH PUK	1, Amdt 1 25 Jun 54	Orig 30 Jan 51

				T-dn	500-1	500-1	500-1
				C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 136 Outbnd, 316 Inbnd, 1900' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, climb to 2500' on crs of 316 within 20 mi.
Major Changes: Transitions deleted. Procedure turn revised. Final approach altitude revised. Minimums revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pellston, Mich	Emmet County 720'	BHH PLN	1, Amdt 4 26 Nov 55	3 20 Dec 53

Pendleton VOR	PDT-ADF	Direct	4000'	T-dn	300-1	300-1	200-½
Pendleton LFR	PDT-ADF	Direct	4000	C-dn	500-1	500-1	500-1½
Athena Int	PDT-ADF	Direct	4000	S-dn-rnwy25	400-1	400-1	400-1
Cabbage Hill FM	PDT-ADF	Direct	4800	A-dn	800-2	800-2	800-2
Int S crs, Walla Walla LFR & 220 brng to LOM - PD	PDT-ADF	Direct	4000				

Procedure turn NW side of NE crs, 040 Outbnd, 220 Inbnd, 3000' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport, 249-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 mi, climb to 4000' on W crs Pendleton LFR within 20 mi. Alternate Missed approach (when requested by ATC) within 4.1 mi, climb to 4000' on 233 radial Pendleton VOR within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pendleton, Ore	Pendleton 1493'	LOM PDT	1, Amdt 1 22 Jan 55	Orig 23 Dec 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Pine Bluff VOR	PBF-ADF	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 170 Outbnd, 350 Inbnd, 1300 within 10 miles, Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 800'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn left climb to 1500 on crs of 170 from PBF RBN within 20 miles

Major Changes: Lowers alternate minima. Raises missed approach altitude. Deletes notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pine Bluff, Ark	Grider Field 205'	MH PBF	1, Amdt 2 10 Dec 1954	1 9 Oct 53

Pittsburgh LFR	CEU-ADF	direct	2500	T-dn	300-1	300-1	200-½
Clinton Rbn	CEU-ADF	direct	2500	C-dn	500-1	500-1	500-1½
Butler Rbn	CEU-ADF	direct	3000	S-dn-9	400-1	500-1	500-1
River Rbn	CEU-ADF	direct	2600	A-dn	800-2	800-2	800-2
Pittsburgh VOR	CEU-ADF	direct	2500				
McKeesport MHW	CEU-ADF	direct	2600				
Old Concord Int	CEU-ADF	direct	2700				
Wheeling VOR	CEU-ADF	direct	2500				

Procedure turn S side of crs 265 Outbnd, 085 Inbnd, 2500 within 10 miles of Cecil MHW
Minimum Altitude over facility on final approach crs, 2500' over Cecil MHW, 1900 Ibnd over Pittsburgh LFR
Crs and distance, facility to airport, from Cecil MHW to Pittsburgh LFR 085° 8.9 miles. Pittsburgh LFR to airport 085° 2.0 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 miles after passing Pittsburgh LFR, climb to 2600' on 095° crs to McKeesport MHW
NOTE: Radar transition altitudes (using Greater Pittsburgh Radar). 3000' within 35 miles of Greater Pittsburgh Airport or MEA when lower. This ADF procedure predicated on the combined use of Cecil MHW & Pittsburgh LFR. Both facilities must be operational.
Major Changes: Revises transition altitude from Butler Rbn. Adds radar transition.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pittsburgh, Pa	Allegheny County 1252'	MHW CEU LFR PIT	2, Amdt 1 4 Feb 56	Orig 27 Nov 54

Pittsburgh LFR	UNE-ADF	direct	2600	T-dn	300-1	300-1	200-½
Pittsburgh VOR	UNE-ADF	direct	2500	C-dn	500-1	500-1	500-1½
McKeesport MHW	UNE-ADF	direct	2700	S-dn-32	400-1	400-1	400-1
River MHW	UNE-ADF	direct	2500	A-dn	800-2	800-2	800-2
Clinton MHW	UNE-ADF	direct	2500				
Cecil MHW	UNE-ADF	direct	2500				
Butler MHW	UNE-ADF	direct	3000				
Radar Terminal Area Transition Altitudes	UNE-ADF	All Sectors within					
		10 mi	2500				
		10-40 miles	3000				
		or MEA when lower					

Procedure turn E side of crs, 141 Outbnd, 321 Inbnd, 2700 within 10 miles. Not Authorized beyond 10 miles.
Minimum Altitude over facility on final approach crs, 2100'
Crs and distance, facility to airport, 321-4.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 miles, make a climbing left turn, climb to 3000' and proceed to Clinton MHW
Major Changes: Procedure turn and transition altitudes revised to provide standard clearance.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pittsburgh, Pa	Greater Pittsburgh 1168'	MHW UNE	*3, Orig 11 Jun 1955	

*Replaces ADF portion of Comb ILS-ADF formerly known as pro.#1, Adt 5, dated 19 Jan 1954.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Ponca City VOR	PNC-ADF	direct	2200	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 255 Outbnd, 075 Inbnd, 2200 within 10 miles
Minimum Altitude over facility on final approach crs, 1700'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2300' on crs of 075° within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Ponca City, Okla	Municipal 1014'	BMH	PNC	1, Amdt 4	26 Jun 1954	3	1 Feb 52

Ponca City VOR	PNC-ADF	direct	2200	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs 350 Outbnd, 170 Inbnd, 2300 within 10 miles of Kildare Fix*
Minimum Altitude over facility on final approach crs, 1800' over Kildare Fix*
Crs and distance, facility to airport, 170-3.6 from Kildare Fix*
*Kildare Fix is Int 040° radial PNC VOR & final approach crs
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, after passing PNC RBN, climb to 2300' on crs of 170° within 20 miles
NOTE: Procedure authorized only for aircraft equipped to receive Ponca City RBN and Ponca City VOR bearings simultaneously.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated
Ponca City, Okla	Municipal 1014'	BMH	PNC	2, Orig	26 Jun 1954	

RFD LFR	RFD-RBn	direct	2500	T-dn	300-1	300-1	200-½
JVL VOR	RFD-RBn	direct	2500	C-dn	400-1	500-1	500-1½
Int JVL VOR 223 R & 090 Brng	RFD-RBn	direct	2000	S-dn-36	400-1	400-1	400-1
Int 054 Brg to RFD LFR & 090 Brg to "H"	RFD-RBn	direct	2000				
Int 314 Brg to RFD LFR & 270 Brg to "H"	RFD-RBn	direct	2000	A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 182 Outbnd, 002 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 002-4.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles, make right turn, climb to 2000' proceed to RFD "H"

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated
Rockford, Ill	Greater Rockford 734'	"H"	RFD	1, Orig	11 Jul 1956	None

				T-dn	300-1	300-1	
				C-dn	500-1	500-1½	
				S-dn-3	500-1	500-1	
				A-dn	800-2	800-2	

Procedure turn E side of crs, 210 Outbnd, 030 Inbnd, 10 miles 1500'
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 030-3.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 miles, make a right climbing turn to 2000 on crs of 068 within 15 miles.
NOTE: Rockland RBN privately operated
CAUTION: Lights inoperative on Runway 17-35

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Rockland, Maine	Rockland Municipal 49	MHW	RKD	1, Amdt 1	18 Jun 1954	Orig	14 Aug 50

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 350 Outbnd, 170 Inbnd, 1800 within 10 miles
Minimum Altitude over facility on final approach crs, 1200'
Facility at airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2000' on crs of 170° within 20 miles of RBN
CAUTION: 947' MSL Radio Tower 3.0 miles 170° from airport. 780' MSL elevator 2.2 miles W of airport.
Major Changes: Identification revised. Procedure turn and distance and altitude revised. Minimums revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Saginaw, Mich	Tri-City 667'	BMH MBS	1, Amdt 6 15 Oct 1955	5 15 Jul 54

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 275 Oubnd, 095 Inbnd, 1800 within 10 miles
Minimum Altitude over facility on final approach crs, 1300'
Facility at airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2600' on crs of 095° within 20 miles of RBN
CAUTION: 1647' MSL Tower 11.3 miles 110° from RBN. 947' MSL Tower 3.0 miles 170° from airport. 780' MSL Elevator 2.2 miles W of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Saginaw, Mich	Tri-City 667'	BMH MBS	2, 1 5 Jan 57	Orig 5 Nov 55

				T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 230 Outbnd, 050 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Facility at airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2000' on crs of 050 within 20 miles of RBN
CAUTION: 947' MSL Tower 3.0 miles 170 from airport. 780' MSL Elevator 2.2 Miles of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Saginaw, Mich	Tri-City 667'	BMH MBS	3, Orig 5 Nov 1955	None

				T-d*	500-2	500-2	500-2
				C-d	700-2	700-2	700-2

*300-1 authorized for take-off Runway 18 with (left) E turn.

Procedure turn S side of crs, 225 Outbnd, 045 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 020-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn right, climb on crs 100° Oubnd to 2000' within 20 miles
Major Changes: Field elevation, bearings and distance corrected.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
St. Paul Island Alaska	St Paul 42'	HW K	1, Amdt 4 19 May 1955	3 26 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Borinquen RBn	SJU-ADF	101-53	3000	T-dn	300-1	300-1	200-½
So. Caicos RBn	SJU-ADF	126-354	3000	C-dn	600-1	600-1	600-1½
Piarco RBn (Port of Spain)	SJU-ADF	336-550	4100	S-dn-9R	400-1	400-1	400-1
St. Croix RBn*	SJU-ADF	308-91	5000	A-dn	800-2	800-2	800-2
St. Thomas RBn*	SJU-ADF	282-69	3000				
Oscar-7 (Int 164 brg to SJU & 196 to BQN)	SJU-ADF	164-105	3000				
Bronson (Int 126 brg to SJU & 216 to BQN)	SJU-ADF	126-48	3000				
Charley Fox-2 (Int 029 brg to SJU & 320 to HIV)	SJU-ADF	029-160	5500				
Lima-5 (Int 012 brng to SJU & 312 to HIV)	SJU-ADF	012-148	5500				

*Privately owned facilities

Procedure turn N side of crs, 277 Oubnd, 097 Inbnd, 1200 within 15 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 090-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 1200 on crs of 090 from SJU LFR within 25 miles.
SHUTTLE: 097° Inbnd 277° Oubnd on SJU LFR at 3000' within 25 miles.
CAUTION: 485' tower 2 miles SW of airport
Major Changes: Correct shuttle procedure

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
San Juan, Puerto Rico	Isla Grande 9'	SBRAZ	SJU	1, Amdt 4	17 Nov 1956	3	6 Oct 56

SJU-LFR	SJP-ADF	direct	2000	T-dn	300-1	300-1	200-½
Barceloneta FM	SJP-ADF	direct	2000	C-dn	600-1	600-1	600-1½
*Sebana Seca (Int 103 to SJP and 065 to SJP LFR)	SJP-ADF (Final)	direct	1000	A-dn	800-2	800-2	800-2
Isla Verde Int (Int 236 to SJP and E crs SJU-LFR)	SJP-ADF	direct	2000				
Guaynabo Int (011 to SJP and SE crs SJU-LFR)	SJP-ADF	direct	3000				

*Transition authorized for only aircraft equipped with dual ADF receivers

Procedure turn N side of crs, 283 Outbnd, 103 Inbnd, 2000 within 8.7. Beyond 8.7 NA. (Non-standard due to terrain)
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 074-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 miles, climb to 1100 on a crs of 074 within 15 miles
CAUTION: 330' Radio Tower 1.9 mile S of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated
San Juan, Puerto Rico	Puerto Rico International 9'	MH	SJP	1, Orig	30 Jul 1955	None

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Albany LFR	AL-ADF	direct	2500	T-dn	300-1	300-1	200-½
Schenectady FM	AL-ADF	direct	2500	C-dn	600-1½	600-1½	600-1½
Round Lake FM	AL-ADF	direct	2500	S-dn-28,33	600-1	600-1	600-1
Albany VOR	AL-ADF	direct	2500	A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 124 Outbnd, 304 Inbnd, 2500 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 304-5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 miles, make a climbing right turn to Albany LOM at 2500'
CAUTION: Terrain rises rapidly 3 miles W of airport. 758' tank 3.5 miles SE of airport.
Major Changes: Procedure published for public use

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Schenectady, N Y	County 362'	LOM	AL	1, Amdt 1	3 Dec 1954	Orig	29 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
All Directions	SEA-LFR	direct	20,000	T-dn	300-1	300-1	300-1
				C-dn	1500-2	1500-2	1500-2
				A-dn	1500-2	1500-2	1500-2

Procedure turn, Teardrop Procedure turn 150 Outbnd, 356 Inbnd, start descent over station. At ½ initial approach altitude execute descending right turn within 20 miles, complete turn on 356 Inbnd crs min. altitude 5000'.

Minimum Altitude over facility on final approach crs, *1500'

*Descent from 2000' to 1500' authorized after passing LOM or 4.0 mile DME Fix S of VOR-DME Inbnd.

Crs and distance, facility to airport, 290-2.1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 miles, turn left, climb to 2000' on 260° crs Outbnd from SEA-LFR. At 10 miles from LFR commence climb to 14,000' within 25 miles of station or as directed by ATC.

NOTE: This procedure designed principally for jet aircraft.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Boeing Field 17'	SBRAZ SEA	1, Amdt 1 5 May 1956	Orig 26 Nov 55

All Directions	SEA-LFR	direct	20,000	T-dn	300-1	300-1	300-1
Kitsap Int	SEA-LFR (Final)	direct	2000	C-dn	1500-2	1500-2	1500-2
				A-dn	1500-2	1500-2	1500-2

Procedure turn Teardrop Type Procedure turn, 270 Outbnd, 117 Inbnd, Start descent over station. At ½ initial approach altitude execute descending right turn within 20 miles. Complete turn on 117° crs minimum altitude 4000'.

Minimum Altitude over facility on final approach crs, over Harbor Isl FM* 2000'

*Or 9.0 miles from SEA-VOR-DME

Crs and distance, facility to airport, 117-3.2 from Harbor Isl. FM

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 miles of Harbor Isl FM turn right climb to 2000' on 260° crs Outbnd from SEA-LFR. At 10 miles from LFR commence climb to 14000' within 25 miles of station, or as directed by ATC.

NOTE: This procedure designed principally for jet aircraft.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Boeing Field 17'	SBRAZ SEA	2, Amdt 1 5 May 1956	Orig, 26 Nov 55

West Jefferson Int	SGH-ADF	direct	2400	T-dn	300-1	300-1	200-½
Wright-Patterson LFR	SGH-ADF	direct	2400	C-dn	400-1	500-1	500-1½
South Solon Int	SGH-ADF	direct	2400	S-dn-23	400-1	400-1	400-1
North Hampton Int	SGH-ADG	direct	2400	A-dn	800-2	800-2	800-2
Mechanicsburgh Int	SGH-ADF	direct	2400				
Mechanicsburgh Int	SGH-ADF (Final)	direct	1800				

Procedure turn N side of crs 055 Outbnd, 235 Inbnd, 2400 within 10 miles. NA beyond 10 miles.

Minimum Altitude over facility on final approach crs, 1800'

Crs and distance, facility to airport, 235-2.9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles, make climbing left turn to 2300' return to Springfield MHW

NOTE: Wright-Patterson controls all instrument approaches into Springfield

Major Changes: Revises transitions

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Springfield, Ohio	Springfield 1049'	MHW SGH	1, Amdt 2 4 Feb 1956	1 1 Apr 54

				T-dn	500-2	500-2	500-2
				C-dn	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

Procedure turn S side of crs 211 Outbnd, 031 Inbnd, 1700 within 10 miles

Minimum Altitude over facility on final approach crs, 1400'

Crs and distance, facility to airport, 123-0.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn left, climb to 5000' on crs of 211 within 20 miles

CAUTION: Mountain range NE through SE within 3 to 5 miles of airport

Major Changes: Procedure turn altitude revised

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Talkeetna, Alaska	Talkeetna 358'	BH TKA	1, Amdt 4 13 Aug 1955	3 26 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Chatham MHW:	EB LMM	Direct	2000	T-dn	300-1	300-1	300-1
Newark LOM	EB LMM	Direct	1800	C-dn	1000-1	1000-1	1000-1½
Paterson MHW	EB LMM	Direct	2000	A-dn	1000-2	1000-2	1000-2
Int R-128 CDW & Brng 059 to EB LMM	EB LMM (Final)	Direct	1400#				

Radar sectors may be utilized to effect the above transitions.

Procedure turn W side of crs, 239 Outbnd, 059 Inbnd, 1800' within 10 mi of OM.
Minimum Altitude over EB LMM on final approach, 1400' #
#Descent to airport minimums authorized after passing OM; if OM not received maintain 1400'
Crs and distance, OM to airport, 059-4.1
Crs. and distance, EB-LMM to airport, 059-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . .
within 0.5 mi after passing EB-LMM, make a climbing left turn to 2000' on ADF crs to Paterson MHW.

City and State	Airport Name & Elev.	Fac.Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Teterboro, N.J.	Teterboro 7'	LMM EB	1, Orig., 24 Jan 57	None

Verdigris River FM	OWS-ADF	direct	1900	T-dn	300-1	300-1	*200-½
Tulsa LFR	OWS-ADF	direct	1900	C-dn	400-1	500-1	500-1½
Skiatook FM	OWS-ADF	direct	2000	S-dn-17L	400-1	400-1	400-1
Tulsa VOR	OWS-ADF	direct	1700	A-dn	800-2	800-2	800-2

*300-1 required on Runways 3L, 21R, 17R and 35L

Procedure turn W side of crs, 354 Outbnd, 174 'nbnd, 2200 within 10 miles
Minimum Altitude over facility on final approa h crs, 1300'
Crs and distance, facility to airport, 174-5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 miles, climb to 2200 on SE crs of Tulsa LFR within 20 miles
Major Changes: Revise altitude on transitions. Raise procedure turn altitude. Lower minimum altitude over facility on final.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tulsa, Okla	Municipal 674'	MHW OWS	2, Amdt 2 22 Oct 1955	1 23 Mar 54

Tuscaloosa BVOR	TCL-ADF	direct	1400	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 195 Outbnd, 195 Outbnd, 015 Inbnd, 1500 within 10 miles
Facility on airport
Minimum Altitude over facility on final approach crs, 800'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 00 miles, climb to 2000' on crs of 015° within 20 miles
CAUTION: 620' Radio Tower 4.5 miles SE airport. 377' Radio Tower 1.5 miles N airport. 388' Building 2 miles SE airport.
AIR CARRIER NOTE: Sliding scale and reduction in take-off minimums Not Authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tuscaloosa, Ala	Van De Graff 169'	BMH TCL	1, Amdt 4 10 Dec 1954	3 15 May 53

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 300 Outbnd, 120 Inbnd, 1700' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 120-1.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.4 mi, climb to 2100' on crs 120 within 20 mi.
CAUTION: Radio towers 990' , 4.5 mi E and 1056' ., 7 mi E of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tyler, Tex	Pounds Field 544'	MH TYR	1, Amdt Orig, 9 Jan 57	LFR Amdt 7, 14 JUN 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Utica LFR	UTI-MHW	direct	3000	T-dn	300-1	300-1	200-½
Int E crs Syracuse LFR & 329° brng to Utica MHW	UTI MHW	direct	3000	C-dn* S-dn*-33	600-1 600-1	600-1 600-1	600-1½ 600-1
Int Syracuse VOR Radial 113° & 329° brng to MHW	UTI MHW	direct	3000	A-dn	800-2	800-2	800-2
Sherill Int	UTI MHW	direct	3000				

*Minimums for this procedure are premised on use of both Utica MHW & LMM. If LMM is not used, following minimums are applicable for all aircraft: S-d 600-1
S-n 600-2
C-d 600-1½
C-n 600-2

Procedure turn E side of crs 149 Outbnd, 329 Inbnd, 3000 within 10 miles of UTI MHW
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport 329-7.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
7.3 miles, after passing Utica MHW, make a left climbing turn, return to facility at 3000' #
#Alternate missed approach procedure (when directed by ATC) proceed to the Utica LFR climbing to 3000'

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated
Utica, N Y	Oneida County 742'	MHW LMM	UTI CA	1, Orig	7 Jun 1956	

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Valdosta VOR	VLD-ADF	direct	1400	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side crs, 135 Outbnd, 315 Inbnd, 1400 within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, make immediate left turn and climb to 1300 on crs of 135° within 20 miles of RBN

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Valdosta, Ga	Valdosta 203'	BMG	VLD	1, Amdt 8	24 Mar 1954	7	13 Jun 52

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Vero Beach VOR	VRB-ADF	direct	1100	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs 290 Outbnd, 110 Inbnd, 1200 within 10 miles
Minimum Altitude over facility on final approach crs, 600'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 1200' on crs of 110 within 10 miles*
*CAUTION: Warning area beyond 10 miles
NOTE: This procedure will be cancelled on decommissioning of VBR-BMH and commissioning of VRB-VOR
Major Changes: Increase procedure turn altitude

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Vero Beach, Fla	Vero Beach 25'	BMH	VRB	1, Amdt 9	12 Nov 1954	8	25 Mar 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 195 Outbnd, 015 Inbnd, 1200 within 10 miles
Minimum Altitude over facility on final approach crs, 700'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, make a right climbing turn, climb to 1300 on crs of 195° Outbnd within 10 miles of Martha's Vineyard MHW
Major Changes: Missed approach changed.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Vineyard Haven, Mass	Martha's Vineyard 68'	MHW	MVY	1, Amdt 6	6 Aug 1955	5	11 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
				T-d	500-1½	500-1½	500-1½
				T-n	600-2	600-2	600-2
				C-d	500-1½	500-1½	500-1½
				C-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs 95 Outbnd, 275 Inbnd, 1000 within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, *190-1.4
*Contact must be established at reef (shoreline) 2.2 miles from station on crs of 275° mag. and flight to airport under visual contact conditions.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.2 miles, climb to 1500 on crs of 275° within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wake Island	Wake Airport 10'	HHW AWK	1, Amdt 3 21 Apr 1956	2 1 Nov 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-d	500-1½	500-1½	500-1½
				T-n	600-2	600-2	600-2
				C-d	500-1½	500-1½	500-1½
				C-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs 275 Oubnd, 95 Inbnd, 1000 within 10 miles
Minimum Altitude over facility on final approach crs, 500'
Crs and distance, facility to airport, 095-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0.5 miles, climb to 1500 on crs of 095° within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wake Island	Wake Airport 10'	MHW AXX	2, Amdt 3 21 Apr 1956	2 1 Nov 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Andrews LFR	RVD-ADF	direct	1600	T-dn	300-1	300-1	200-½
Beltsville FM	RVD-ADF (Final)	direct	1000	C-dn	800-2	800-2	800-2
				A-dn	1000-3	1000-3	1000-3

Procedure turn W side of crs 039 Outbnd, 219 Inbnd, 1500 within 10 mi. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 227-6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.0 miles after passing Riverdale MHW, climb to 1500 on crs 227 then proceed to Washington LFR at 1500 or, as directed by ATC, proceed to 1) Herndon Int at 2800 or 2) Springfield MHW at 2000 or 3) Andrews LFR at 3500. Additional instructions which may be issued by ATC: If unable to proceed from the Riverdale MHW with 3 mi visibility and free of all clouds, make a right climbing turn to 039 and remain in the Riverdale Holding Pattern at 1500'.
CAUTION: Circling minimums do not provide standard clearance over 596 monument 1.8 mi N of airport
NOTE: Radar transition altitudes, 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant of the Washington National Airport. 2500' in all quadrants within 40 mi exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown.
Major Changes: Revises missed approach procedure

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Washington, D C	National 16'	MHW RVD	1, Amdt 10 8 Jan 1955	9 21 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-3	500-1	500-1	500-1
				33,36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 181 Outbnd, 001 Inbnd, 1400 within 10 miles (Non-standard to avoid Andrews traffic)
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 001-4.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 miles, make a left climbing turn as soon as practicable, climb to 1800' (or higher altitude when requested by ATCO on crs of 320° to Herndon Int.

NOTE: These procedures and airport minimums do not provide standard clearance over the following obstructions. 422' monument 1.7 mi W of final approach crs, 193' stacks 1.5 mi S of airport, 596' monument approx 1.8 mi N of airport. Radar transition altitudes: 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 miles of the Washington National Airport. 2500' in all quadrants within 40 miles exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown. (Radar distance shown in Nautical miles).

Major Changes: Procedure turn distance limited to 10 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Washington, D C	National 16'	SBRA DCA	2, Amdt 5 29 Oct 1955	4 21 Jun 54

Herndon VOR	GTN-ADF	direct	1800	T-dn	300-1	300-1	200-½
Springfield MHW	GTN-ADF	direct	1800	C-dn	900-1	900-1	900-1½
Washington LFR	GTN-ADF	direct	1800	S-dn-15,18	900-1	900-1	900-1
Riverdale MHW	GTN-ADF	direct	1800	A-dn	1000-2	1000-2	1000-2

Procedure turn W side of crs, 330 Outbnd, 150 Inbnd, 1800 within 10 miles
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 150-3.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles after passing Georgetown MHW, climb to 1000' on crs of 150°, make a right turn and proceed to Washington LFR at 1500' or, as directed by ATC to (1) Herndon Int at 2800' or (2) to Springfield MHW at 2000' or (3) to Georgetown MHW at 1800'. Additional missed approach procedures climb to 1000' on crs of 150° and, as directed by ATC (4) make left turn and proceed to Riverdale MHW at 1500' or (5) proceed to Andrews LFR climbing to 3500'.

NOTE: Radar transition altitudes: 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 miles of the Washington National Airport. 2500' in all quadrants within 40 miles, exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown.

Major Changes: Revises missed approach procedures

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Washington, D c	National 16'	MHW GTN	3, Amdt 5 8 Jan 1955	4 22 Jun 54

Lynchburg LFR	SSU-ADF	direct	6000	T-d	1600-1	1600-1	
Pulaski LFR	SSU-ADF	direct	6000	T-n			
Elkins LFR	SSU-ADF	direct	6800	C-d	2100-2	2100-2	
Sinks Grove Int*	SSU-ADF	direct	6000	C-n			
Montebello VOR	SSU-ADF	direct	6000	A-dn **			

**No weather reporting facilities at airport

Procedure turn N side of crs 050 Outbnd, 230 Inbnd, 4500 within 10 miles
Minimum Altitude over facility on final approach crs, 3900'
Facility at airport

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, proceed on crs 230° to Sinks Grove Int*, climbing to 6000' and hold SE. Contact Roanoke Radio for further clearance.

*Sinks Grove Int, Int brng 050° to SSU "H" and brng 132° to Roanoke LFR

CAUTION: High terrain to 3388' MSL within 2 miles of airport. Contact Greenbrier Airport at least 10 mi out for traffic advisory information .

NOTE: Hours of Operation, 08:00 until sundown daily.

Major Changes: Establishes Sinks Grove Int for initial approach and missed approach. Facility privately owned and operated.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
White Sulphur Springs, W.Va.	Greenbrier 1795'	"H" SSU	1, Amdt 1 31 Dec 1955	Orig 12 Nov 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine; More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Wilmington VOR	IMN-ADF	direct	1300	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 343 Outbnd, 163 Inbnd, 1200 within 10 miles
Minimum Altitude over facility on final approach crs, 500'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 1600 on crs of 163° within 20 miles
Major Changes: Add initial approach from VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wilmington, N C	New Hanover County 31'	BMH IMN	2, Amdt 4 16 Jul 1955	3 21 May 54

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-11	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs 286 Oubnd, 106 Inbnd, 1200 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 106-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 miles, climb to 1200 on 111 within 20 miles
Major Changes: Procedure turn reduced to 10 miles. Final approach crs revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Yakutat, Alaska	Yakutat 37'	SBRAZ YAK	1, Amdt 4 2 Jul 1955	3 26 Jul 54

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-11	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 286 Outbnd, 106 Inbnd, 1200 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 106-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.6 miles, climb to1200' on crs 111° from Yakutat LFR within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Yakutat, Alaska	Yakutat 37'	MHW YKU	2, Orig 2 Jul 1955	

Adamsville Int	ZZV-RBn	direct	2400	T-dn	300-1	300-1	200-½
Crooks Int	ZZV RBn	direct	2400	C-dn	400-1	500-1	500-1½
Crooks Int	ZZV RBn (Final)	direct	1700	S-dn-3	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 212 Outbnd, 032 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 032-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, make right climbing turn to 2400' and return to Zanesville Rbn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Zanesville, Ohio	Municipal 899'	BMH ZZV	1, Amdt 5 1 Apr 1954	4 1 Dec 51

¶ *(c) Very high frequency omnirange procedures.*

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Aberdeen LFR	ABR-VOR	Direct	2400	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-d-30	400-1	400-1	400-1
				S-n-30	400-1	400-1	400-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 121 Outbnd, 301 Inbnd, 2400' within 10 mi.
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 301-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished. . . . .
within 2.9 mi, climb to 3500' on R 301 within 20 mi.
Major Changes: Revises crs and distances.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Aberdeen, S D	Aberdeen 1300'	BVOR ABR	1, Amdt 3 11 Jun 55	2 15 Aug 53

Abilene LFR	ABI-VOR	Direct	3100	T-dn	300-1	300-1	200-½
				C-d	800-1	800-1	800-1½
				C-n	800-2	800-2	800-2
				A-dn	1000-2	1000-2	1000-2

Procedure turn S side of crs, 281 Outbnd, 101 Inbnd, 3500' within 10 mi.
Minimum Altitude over facility on final approach crs, 2600'
Crs and distance, facility to airport 101-9.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 9.5 mi, climb to 3100 on R 101 within 20 mi.
Major Changes: Raise procedure turn altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Abilene, Tex	Municipal 1778'	BVOR ABI	1, Amdt 2 24 Dec 55	1 2 Jul 55

				T-dn	300-1		
				C-dn	500-1½		
				A-dn	800-2		

Procedure turn W side, 334 Outbnd, 154 Inbnd, 6000' within 10 mi.
Minimum Altitude over facility on final approach crs, 5200'
Crs and distance, facility to airport, 154-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 6000' on R-154 within 20 mi.
NOTE: Turf field, rough, heavy aircraft use with caution. Not authorized for air carrier use.
Major Changes: Publishes procedure in Regulations of the Administrator.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Akron, Colo	CAA Intermediate 4585'	BVOR AKO	1, Amdt 1 9 Jun 56	Form ACAN-1725 27 Apr 53

Albany LFR	ABY-VOR	Direct	1600	T-dn	300-1	300-1	*300-1
				C-dn	500-1	500-1	500-1½
				S-dn-16	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

* AIR CARRIER NOTES: 200-½ authorized for take-off runway 3-21 only, authorized for use as alternate only for more than 2 eng aircraft.

Procedure turn W side crs, 333 Outbnd, 153 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 153-5.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.1 mi, climb to 1500' on R-153 within 20 mi of ABY - VOR.
CAUTION: Radio tower 607 MSL three mi E of VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albany, Ga	Municipal 196'	BVOR ABY	1, amdt 5 21 Jul 54	4 2 Feb 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
25 mi fix	20 mi fix R 112	Direct	4000	T-dn	300-1	300-1	*200-½
20 mi fix	10 mi fix R 112	Direct	3000	C-dn	600-1	600-1	600-1½
10 mi fix	5 mi fix R 112	Direct	2000	A-dn	800-2	800-2	800-2
5 mi fix	Albany VOR R112 (Final)	Direct	900				

*300-1 required on Runways 10, 28, 15 and 33.

No procedure turn - final approach crs 292 Inbnd.
Minimum Altitude over facility on final approach crs, 900'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, climb to 2000' on R 297 within 10 mi; 3000' within 15 mi. Alternate Missed approach (when requested by ATC) climb to 3000' on R 015 within 15 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albany, N Y	Albany 288'	VOR ALB	R112 Orig 28 Jan 56	None

18 mi fix	10 mi fix R136	Direct	3000	T-dn	300-1	300-1	*200-½
10 mi fix	5 mi fix R136	Direct	1500	c-dn	600-1	600-1	600-1½
5 mi fix	Albany VOR R136 (Final)	Direct	900	A-dn	800-2	800-2	800-2

* 300-1 required on Runways 15, 33; 10 and 28.

No procedure turn. Final approach crs 316 Inbnd.
Minimum Altitude over facility on final approach crs 900'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn right climb to 3000' on R015 within 15 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albany, N Y	Albany 288'	VOR ALB	R-136, Orig 28 Jan 56	None

20 mi fix	10 mi fix R 265	Direct	3000	T-dn	300-1	300-1	*200-½
10 mi fix	6 mi fix R 265	Direct	2000	C-dn	700-1	700-1	700-1½
6 mi fix	Albany VOR R 265 (Final)	Direct	1000	A-dn	800-2	800-2	800-2

* 300-1 required for take-off runways 10, 15, 28 and 33.
No procedure turn - final approach crs 085 Inbnd.
Minimum Altitude over facility on final approach crs, 1000'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn left, climb to 3000' on R015 within 15 mi.
CAUTION: 700' radio towers on final 2½ mi from airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albany, N Y	Albany 288'	VOR ALB	R265 , Orig 28 Jan 56	None

12 mi fix	7 mi fix R 297	Direct	2000	T-dn	300-1	300-1	*200-½
7 mi fix	Albany VOR R 297 (Final)	Direct	1000	C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

*300-1 required for Runways 10, 28, 15 and 33.

No procedure turn. Final approach crs 117 Inbnd.
Minimum Altitude over facility on final approach crs, 1000'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, make a right climbing turn climb to 2000' on R 297 within 10 mi, 3000' within 15 mi.
CAUTION: 700' radio towers to right of crs on final 2½ mi from airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albany, N Y	Albany 288'	VOR ALB	R 297 Orig 28 Jan 56	None

ABQ LFR	ABQ-VOR	Direct	8000	T-dn	300-1	300-1	200-½
				C-dn	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 258 Outbnd, 078 Inbnd, 8000' within 10 mi (nonstandard due to danger area)
Minimum Altitude over facility on final approach crs, 6700'
Crs and distance, facility to airport, 078-8.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.9 mi, turn right and climb to 10,000' on crs of 256 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albuquerque, N Mex	Kirtland AFB-MUN 5330'	BVOR ABQ	1, Amdt 2 27 May 54	1 27 May 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Alexandria LFR	AXN-VOR	Direct	2600	T-dn	300-1	300-1	200-½
				C-dn	600-2	600-2	600-2
				S-dn	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 044 Outbnd, 224 Inbnd, 2600' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 224-8.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.3 mi, climb to 2600' on R224 within 20 mi., make left turn and return to VOR station.
CAUTION: Tank 1535' MSL located 1 mi N of airport. Radio tower 1573' MSL located 1½ mi NW of airport. Radio tower 1555' MSL located 1 mi E of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Alexandria, Minn	Municipal 1425'	BVOR AXN	1, Amdt 3 27 Aug 55	2 15 Aug 53

Allentown LFR	ABL-VOR	Direct	2500	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 356 Outbnd, 176 Inbnd, 2700' within 10 mi.
Minimum Altitude over facility on final approach crs, 2200'
Crs and distance, facility to airport, 178-4.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi, make an immediate right climbing turn, climb to 2500' on Allentown VOR R 237 within 10 mi.
Major Changes: Revised missed approach procedure to clear obstructions S of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Allentown, Pa	Allentown-Bethlehem-Easton 391'	VOR ABL	1, Amdt 2 15 Jan 55	1 20 Mar 52

Amarillo LFR	AMA-VOR	Direct	4700	T-dn	300-1	300-1	200-1½
				C-dn	400-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 029 Outbnd, 209 Inbnd, 4800 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 4200'
Crs and distance, facility to airport, 209-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, climb to 5000' on R 209 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Amarillo, Tex	Air Terminal 3604'	BVOR AMA	1, Amdt 3 30 Jul 55	2 8 Aug 54

RYN VOR	10 mi DME fix on R-067	Direct	*2000	T-dn	300-1	300-1	300-1
10 mi DME fix R-67	15 mi fix R-67	Direct	*1500	C-dn	500-1	500-1	500-1½
15 mi DME fix on R-67	21 mi fix R-067 (Final)	Direct	*1200	S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side R-067 within 15 mi of RYN VOR 2000* (between VOR and airport & is not required with DME)
Minimum Altitude over facility on final approach crs, After passing 15 mi fix on R-067 1200*
Crs and distance, facility to airport, From 15 mi fix to Rwy 5 067-5.3; From VOR to Rwy 5 067-20.3*
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 20.3 mi, turn left and climb on R-247 to 2000'* before reaching RYN VOR.
* Without DME, landing minimums are 1500' ceiling (2300' MSL)

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Anderson, S C	Anderson 783'	BVOR RYN	1, Orig 21 Jan 56	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Asheville RBN	AVL-VOR	Direct	6000	T-d	2000-1	2000-1	
				C-d	2000-2	2000-2	
				A-d	2000-2	2000-2	

Procedure turn S side of crs, 065 Outbnd, 245 Inbnd, 6000 within 10 mi.
Minimum Altitude over facility on final approach crs, VOR 5000 - Hendersonville Int 4100*
Crs and distance, facility to airport, VOR to Hendersonville Int 245-7.6*
* From Hendersonville Int proceed to Airport VFR.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.6 mi turn left, climb SE to 6000' on R-310 of the Spartanburg VOR within 20 mi of Hendersonville Int
Night Operation NA.
AIR CARRIER NOTES: No reduction in landing minima below 1½ mi, and no reduction in take-off minima authorized.
NOTE: Hendersonville Int 310 R SPA & 245 R AVL or 145 brng from Asheville Rbn.
Major Changes: Complete revision to procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Asheville, N C	Asheville-Hendersonville 2103'	BVOR AVL	1, Amdt 3 16 Jun 56	2 21 Jan 56

Chattahooche Int.	ATL-VOR	Direct	2100	T-dn	300-1	300-1	200-½
Atlanta LFR	ATL-VOR	Direct	2100	S-d-3	500-1	500-1	500-1
				S-n-3	500-2	500-2	500-2
				C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 195 Outbnd, 015 Inbnd, 2100' within 10 mi.
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 015-8.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.1 mi, immediately turn right, climb to 2200' and proceed to Rex Int via E crs ATL ILS.
CAUTION: 2036' MSL TV tower located 7 mi NNE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Atlanta, Ga.	Municipal 1024'	BVOR ATL	1 Adt 1 9 Feb 57	Orig 2 Feb 54

Augusta LFR	AGS-VOR	Direct	1800	T-dn	300-1	300-1	*200-½
				C-dn	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

* 300-1 required on Runway 26.

Procedure turn W side of crs, 320 Outbnd, 140 Inbnd, 1800 within 10 mi of AGS VOR.
Minimum Altitude over facility on final approach crs, over VOR 1300, Over Int NE crs AGS LFR & AGS R-141 1300.
Crs and distance, facility to airport, VOR to Int AGS R-141 & NE crs AGS LFR, 141-7.2; Int AGS R-141 & NE crs AGS LFR to Airport, 141-5.9.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.9 mi after passing Int. NE crs AGS LFR & AGS R-141, turn right, climb to 1800 on R-157 within 20 mi, or if directed by ATC, climb to 1500' proceeding to AGS LOM.
NOTE: Procedure not authorized unless AGS LFR is operative and can be received.
CAUTION: Prohibited area located 4 mi E of Bush Field.
Major Changes: Raise landing minima.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Augusta, Ga	Bush Field 142'	BVOR AGS	1, Amdt 1 25 Feb 56	Orig 1 Oct 55

Augusta LFR	AGS-VOR	Direct	1800	T-dn	300-1		
				C-dn	700-2		
				A-dn	NA	NA	NA

Procedure turn S side of crs, 320 Outbnd, 140 Inbnd, 1800' within 10 mi.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 135-6.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.3 mi, turn right, climb to 1500 on R-157 within 20 mi.
CAUTION: Danger area 4 mi W & prohibited area 5 mi E of missed approach crs.
NOTE: No communications or weather service available. AGS weather observations made at Bush Field 7 mi, SE and 282' below elevation of Daniel Field. Air Carrier use NA. UNICOM available.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Augusta, Ga	Daniel Field 424'	BVOR AGS	1, Orig 20 Aug 55	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Austin LFR	AUS-VOR	Direct	2000	T-dn	300-1	300-1	*300-1
3 mi DME fix R-355	AUS-VOR (Final)	Direct	1600	C-dn	400-1	500-1	500-1½
				S-dn-16R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* 200-½ authorized on Runways 16R, 34L, 12R and 30L only.

Procedure turn W side crs , 355 Outbnd, 175 Inbnd, 2000' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, VOR 1600; AUS FM or DME fix 2.4 or NE crs AUS LFR 1300'**
** Descent below 1300 authorized only after passing AUS FM, DME fix 2.4 on R-175, or NE crs AUS LFR.
Crs and distance, facility to airport, 175-4.9 VOR to airport; 175-2.5 from 2.4 DME fix to airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, turn left, climb to 2000' on R-100 within 20 mi.
CAUTION: Tank 855' MSL 1.2 mi W final approach crs 2.3 mi NW of airport.
Major Changes: Addition of DME fixes. Revise note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Austin, Tex	Mueller 631'	BVOR AUS	1, Amdt 6 31 Mar 56	5 29 Oct 55

BKE-LFR	BKE-VOR	Direct	7000	T-d	1000-1	1000-1	
				T-n	1000-2	1000-2	
				C-d	1700-1	1700-1	
				C-n	1700-2	1700-2	
				A-dn	1700-2	1700-2	

Procedure turn E side of crs, 297 Outbnd, 117 Inbnd, 7000' within 10 mi. NA beyond 10 mi. (E side for more favorable terrain.
Minimum Altitude over facility on final approach crs, 5100'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn left, climb to 9000' on R-297 of BKE-VOR within 15 mi.
SHUTTLE: 8000' on 119 Radial within 10 mi of BKE-VOR all turns on E side of crs.
AIR CARRIER NOTE: Sliding scale not applicable at night.
Major Changes: New format; add shuttle.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Baker, Ore	Baker 3368'	BVOR BKE	1, Amdt 2 3 Sep 55	1 31 Aug 54

Famoso FM	BFL-VOR (Final)	Direct	1600	T-dn	300-1	300-1	200-½
Bakersfield LFR	BFL-VOR	Direct	2000	C-dn	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 310 Outbnd, 130 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 130-3.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi, turn right W and climb to 2000' on R-319 within 20 mi, or when directed by ATC, climb to 2000' on on R-225 within 15 mi.
NOTE: Standard clearance not provided over 1050' MSL tower 3 mi NE of VOR on procedure turn or on missed approach.
NOTE: Take-offs or landings runway 7-25 NA. Night take-offs Runway 16 NA. Night landings Runway 34 NA.
CAUTION:. Numerous unlighted TV receiving antennas in approach areas to Runways 25-30-34.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bakersfield, Calif	Kern County 1 515'	BVOR BFL	1, Amdt 3 6 Aug 55	2 18 Nov 53

Loch Raven Int	BAL-VOR	Direct	2000	T-dn	300-1	300-1	300-1
Baltimore LFR	BAL-VOR	Direct	1500	C-dn	800-1½	800-1½	800-1½
Beltsville FM	BAL-VOR	Direct	1600	S-d	800-1	800-1½	800-1½
Int NE crs Arcola LFR	BAL-VOR	Direct	2000	S-n-9	800-1½	800-1½	800-1½
Int NE crs Arcola LFR	BAL-VOR	Direct	1800	*A-dn			

* No weather reporting service at this airport.

Procedure turn S side of crs 258 Outbnd, 078 Inbnd, 1600' within 10 mi.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 078-6.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.6 mi, climb to 2000' on crs of 015 Outbnd from VOR within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Baltimore, Md	Harbor 14'	BVOR BAL	1, Amdt 2 5 May 54	1 1 Aug 51

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Baton Rouge LFR	BTR-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-d	800-1	800-1	800-1½
				C-n	800-1	800-1	800-2
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 244 Outbnd, 064 Inbnd, 1200 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 064-7.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.6 mi, climb to 1400' on R-064 within 20 mi.
Major Changes: Changes airport name. Raises altitude over facility on final & landing minima. Revises missed approach procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Baton Rouge, La	Ryan 70'	BVOR	BTR	1, Amdt 1 8 Jan 55	Orig 26 Feb 52

BAM LFR	BAM-VOR	Direct	9000	T-dn	300-1	300-1	200-½
				C-dn	1000-1	1000-1	1000-1½
				A-dn	1000-1	1000-1	1000-1½

Procedure turn W side of crs, 200 Outbnd, 020 Inbnd, 9000' within 10 mi.
Minimum Altitude over facility on final approach crs, 6000'
Crs and distance, facility to airport, 031-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 mi, turn left and climb to 12000' on R-330 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Battle Mountain, Nev	Battle Mtn 4533'	BVOR	BAM	1, Orig 31 Aug 54	None

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Beaumont LFR	BUJ-VOR	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 236 Outbnd, 056 Inbnd, 1200 within 10 mi.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 056-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi, climb to 1400' on R-064 within 20 mi.
Major Changes: Correct bearings and distances.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Beaumont, Tex	Jefferson County 15'	BVOR	BUJ	1, Amdt 2 28 May 55	1 15 Jan 54

Int E crs Vancouver LFR & 326R	BLI-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Int W crs Abbotsford LFR & R326	BLI-VOR	Direct	2000	C-dn	800-1	800-1	800-1½
BLI-LFR	BLI-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Abbotsford LFR	BLI-VOR	Direct	2000				
Maple Ridge Int	BLI-VOR	Direct	2000				

Procedure turn W side of crs, 326 Outbnd, 146 Inbnd, 2000' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 146-8.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.9 mi, turn right, climb to 4000' on R-155 within 15 mi.
Major Changes: Revises bearings, distances and missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bellingham, Wash	Bellingham 158'	BVOR	BLI	1, Amdt 2 27 Oct 56	1 1 Jan 55

Newark LOM	OLT-VOR	Direct	1500	T-dn	300-1		
Int SW crs Laguardia LFR and R-360 Colt's Neck VOR	OLT-VOR (Final)	Direct	1000	C-d	500-1		
		Direct	1000	C-n	500-1½		
				A-dn	800-2		

No procedure turn authorized final approach crs, 180
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 180-6.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.0 mi after passing Colt's Neck VOR, climb to 1500' on crs of 180 within 10 mi and return to Colt's Neck VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Belmar, N J	Monmouth County 180'	BVOR	OLT	2 Orig 24 Jul 54	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Billings LFR.	BIL-VOR	Direct	5000	T-dn	300-1	300-1	300-1
Park City FM	BIL-VOR	Direct	5200	C-d	400-1	500-1	500-1½
				C-n	400-2	500-2	500-2
				S-d-7	400-1	400-1	400-1
				S-n-7	400-2	400-2	400-2
				A-dn	800-2	800-2	800-2

Procedure turn S side crs, 257 Outbnd, 077 Inbnd, 5200' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 4700'
Crs and distance, facility to airport, 077-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi, climb to 5200' on R-055 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Billings, Mont	Billings Municipal 3612'	BVOR BIL	1, Amdt 2 19 Jan 57	1 27 Oct 56

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5 mi fix R-256	BGM-VOR	Direct	2500	T-dn	300-1	300-1	200-½
Binghamton VOR to 3 mi fix	BGM-VOR	Direct	2200	*C-d*	400-1	500-1	500-1½
R-076				*S-dn-10	400-1	400-1	400-1
3 mi fix R-076 to Runway 10	BGM-VOR (Final)	Direct	2000*	A-dn	800-2	800-2	800-2

* Minimums of 600-2 (2200' MSL) without DME.

Procedure turn S side of crs, 256 Outbnd, 076 Inbnd, 3000' within 10 mi. No procedure turn required with DME.
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 076-7.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.0 mi, after passing Binghamton VOR, climb to 3500' on R-076 within 20 mi.
Major Changes: Adds DME fixes & lowers minimums if aircraft is DME equipped.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Binghamton, N Y	Broome County 1629'	VOR BGM	1, Amdt 3 28 Jan 56	2 1 Apr 54

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29 mi fix	18 mi fix,R-079	259-11	3000	T-dn	300-1	300-1	200-½
18 mi fix	13 mi fix, R-079	259-5	2500	C-dn	400-1	500-1	500-1½
13 mi fix	Runway 28 R-079 (Final)	259-5	2000	S-dn-28	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn, no procedure turn, final approach crs 259 Inbnd.
Minimum Altitude over facility on final approach crs, descend to landing minimums when within 13 mi of BGM VOR. Distance from 13 mi fix to Runway 28 5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 8.0 mile fix, R-079, proceed to Binghamton VOR on crs 259, climbing to 3000'
NOTE: This procedure authorized only with DME.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Binghamton,N Y	Broome County 1629'	VOR BMG	2, Orig 28 Jan 1956	None

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Bismarck LFR	BIS-VOR	Direct	3300	T-dn	300-1	300-1	*200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				A dn	800-2	800-2	800-2

*300-1 required on Runways 2, 20, 8, 26, 35 and 17.

Procedure turn N side of crs, 092,Outbnd, 272 Inbnd, 3300' within 10 mi.
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 272-3.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi, climb to 4000' on R-262 BIS-VOR within 20 mi.
CAUTION: Radio towers: 1756' ¼ mi S of airport; 2082' 3 mi N; 1848' 3.5 mi NW.
Major Changes: Crs, distances and altitudes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bismarck, N D	Municipal 1653'	BVOR BIS	1, Amdt 2 7 Jan 56	1 15 Aug 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Eagle FM	BOI-VOR (Final)	Direct	3600	*T-dn	300-1	300-1	200-½
Boise LFR	BOI-VOR	Direct	4000	C-d	500-1	500-1½	600-1½
Boise LOM	BOI-VOR	Direct	4000	C-n	500-1	500-1½	700-1½
				S-dn-10L-R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* 300-1 minimum for Runway 16-34

Procedure turn S side of crs, 273 Outbnd, 093 Inbnd, 4000' within 10 mi.
Minimum Altitude over facility on final approach crs, 3600'
Crs and distance, facility to airport, 093-3.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi, turn right, climb to 4000' on R-273 within 10 mi; or when directed by ATC, turn right, climb to 4000' on NW crs BOI LFR, within 10 mi.
Major Changes: Add final approach from Eagle FM; Revise missed approach procedure; lower circling minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Boise, Idaho	Boise Air Terminal 2858'	BVOR BOI	1, Amdt 2 12 Feb 55	1 25 May 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Bowling Green LFR	BWG-VOR	Direct	1800	T-dn	300-1	300-1	300-1
Lewisburg Int	BWG-VOR	Direct	2000	C-d	600-1	600-1	600-1½
				C-n	600-1½	600-1½	600-1½
				S-d-2	400-1	600-1	600-1½
				S-n-2	400-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 203 Outbnd, 023 Inbnd, 1800' within 10 mi.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 023-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 mi, climb to 2200' on crs 045 within 20 mi.
AIR CARRIER NOTES: Sliding scale NA. No red in landing vis min auth for local cond. No red in T.O. min auth.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bowling Green, Ky	Bowling Green-Warren County 540'	BVOR BWG	1, Amdt 1, 1 Apr 54	Orig 2 Jul 51

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
BZN-LFR	BZN-VOR	direct	6000	T-d	1000-1	1000-1	1000-1
				T-n	1000-2	1000-2	1000-2
				C-d	1500-1	1500-1	1500-2
				C-n	1500-2	1500-2	1500-3
				A-d	1500-2	1500-2	1500-2
				A-n	1500-2	1500-2	1500-3

Procedure turn W side of crs, 140 Outbnd, 320 Inbnd, 8500' within 10 mi. NA beyond 10 mi. (nonstandard due to terrain)
Minimum Altitude over facility on final approach crs, 6000'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn left, climb to 9000' on R-259 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bozeman, Mont	Gallatin Field 4461'	BVOR BZN	1, Amdt 1 3 Sep 55	Original 16 Aug 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	
				C-d	400-1	500-1	
				C-n	400-1½	500-1½	
				S-dn-32	400-1	400-1	
				A-dn	800-2	800-2	

Procedure turn E side of crs, 145 Outbnd, 325 Inbnd, 3400' within 10 mi.
Minimum Altitude over facility on final approach crs, 2900'*
* Descent to authorized field minimums authorized after passing Bradford MH. If Bradford MH not received, maintain 2900' until over Bradford VOR. Straight-in landing minimums premised on reception of Bradford MH.
Crs and distance, facility to airport, 325-1.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.0 mi, climb to 3400' on R-325 within 20 mi of Bradford VOR. Make climbing left turn, return to Bradford VOR at 4000'.
Major Changes: Revises missed approach procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bradford, Pa	McKean County 2142'	VORW BFD	1, Amdt 1, 23 Jun 56	Orig 5 Dec 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Brownsville LFR	BRO-VOR	Direct	1200	T-dn	300-1	300-1	200-½
Los Fresnos FM	BRO-VOR	Direct	1200	C-dn	400-1	500-1	500-1½
Brownsville LOM	BRO-VOR	Direct	1200	S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of Crs, 062 Outbnd, 242 Inbnd, 1200' within 10 mi.
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 242-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 1200' on R-282 within 20 mi.
CAUTION: 156' water tank 0.5 mi W of airport.
Major Changes: Lower missed approach altitude. Minor changes in transition courses.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Brownsville, Tex	Rio Grande Valley International 22'	BVOR BRO	1, Amdt 2 5 May 56	1 22 Jan 55

Brunswick MH	SSI-VOR	Direct	1100	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 202 Outbnd, 022 Inbnd, 1100 within 10 mi.
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 022-6.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.3 mi, turn right * climb to 1100 on R-202 within 20 mi.
*.Provides separation from Navy Glynco traffic.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Brunswick, Ga	Malcolm McKinnon 20'	BVOR SSI	1, Orig 15 Jan 56	None

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				T-dn	1500-3	1500-3	1500-3
				C-dn	2500-3	2500-3	2500-3
				A-dn	2500-3	2500-3	2500-3

Procedure turn W side of crs, 110 Outbnd, 290 Inbnd, 11000' within 20 mi.
Minimum Altitude over facility on final approach crs, 10,100'
Crs and distance, facility to airport, 066-8.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.2 mi, climb to 13,000' on R-045 within 20 mi.
NOTE: Amount of turn over facility on final approach exceeds standard.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bryce Canyon, Utah	CAA site #45 7586'	BVOR BCE	1, 1 5 Jan 57	Orig 19 Nov 53

Varysburg Int*	Darien Int	336-8	3000	T-dn	300-1	300-1	200-½
Darien Int#	Buffalo VOR	287-8.0	1500	C-dn	400-1	500-1	500-1½
				S-dn-31,27	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* Varysburg Int: Buffalo VOR R-132 & 15 mi DME.
# Darien Int: Buffalo VOR R-107 and 8 mi DME.

Procedure turn E side of crs, 107 Outbnd, 287 Inbnd, 2000' with 8 mi. Procedure turn need not be accomplished with DME.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 287-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 mi, climb to 2100' on R-287 within 10 mi.
Major Changes: Incorporates DME.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Buffalo, N Y	Municipal 711'	VOR BUF	R-107, Amdt 3 28 Jan 56	Proc.1,Amdt 2 1 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Burley LFR	BYI-VOR	Direct	6000'	T-d	500-1	500-1	
				T-n	500-2	500-2	
				C-d	600-1	600-1	
				C-n	600-2	600-2	
				A-dn	800-2	800-2	

Procedure turn S side crs, 283 Outbnd, 103 Inbnd, 6000' within 10 mi.
Minimum Altitude over facility on final approach crs, 4800'
Crs and distance, facility to airport, 103-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi, turn left, climb to 7000' R-274 within 20 mi.
AIR CARRIER NOTE: Operations not authorized for more than 2-eng. aircraft.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burley Idaho	Burley Municipal 4150'	BVOR BYI	1, Amdt 1 25 Dec 54	Orig 27 Jun 52

				T-dn	300-1	300-1	200-½
				C-dn	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 108 Outbnd, 288 Inbnd, 1900' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 288-9.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 9.6 mi, climb to 2000' on R-288 within 20 mi.
Major Changes: Transition deleted; distances revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burlington, Iowa	Burlington 698	BVOR BRL	1, Amdt 5 18 Feb 56	4 20 Apr 54

				T-d	300-1		
				C-d	500-2		
				A-d	800-2		

Procedure turn S side of crs, 255 Outbnd, 075 Inbnd, 2000' within 10 mi.
Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 075-6.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.7 mi, climb to 2000' on R-075 within 20 mi.
NOTE: Airport not suitable for aircraft with stall speed greater than 65 K.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Butler, Mo.	Butler 870'	BVOR BUM	1 Adt 1 26 Dec 56	Orig 8 Jan 51

Whitehall LFR	BTM-VOR	Direct	10,000	T-d	1500-1	1500-1	1500-1
				T-n	1500-2	1500-2	1500-2
				C-d	2300-1	2300-1½	2300-1½
				C-n	2300-2	2300-2	2300-2
				A-d	2300-1½	2300-1½	2300-1½
				A-n	2300-2	2300-2	2300-2

Procedure turn E side of crs, 343 Outbnd, 163 Inbnd, 9000' within 10 mi. NA beyond 10 mi. (nonstandard due to terrain)
Minimum Altitude over facility on final approach crs, 7900'
Crs and distance, facility to airport, 096-11.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 mi, climb to 10,000' on R-093 within 10 mi.
CAUTION; Obstruction 8212' MSL 2 mi E of Butte Airport.
AIR CARRIER NOTE: Sliding scale NA for landing.
Major Changes: Add transition from Whitehall LFR; Delete transition from BTM LFR; crs and distance corrections.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Butte, Mont	Butte 5554'	BVOR BTM	1, Amdt 1 7 May 55	Orig 15 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Whitehall VOR	Homestake FM	Direct	9500	T-d	1500-1	1500-1	1500-1
				T-n	1500-2	1500-2	1500-2
				C-d	3000-1	3000-1	3000-1½
				C-n	3000-2	3000-2	3000-2
				A-dn	3000-2	3000-2	3000-2

No procedure turn. Final approach crs 268.
Minimum Altitude over facility on final approach crs, Homestake FM 9500'
Crs and distance, facility to airport, 268- 3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 mi of Homestake FM, Climb Westbound to 10,000' on 270 radial Whitehall VOR within 15 mi of Homestake FM;
Alternate Missed approach when directed by ATC: climb westbound to 10,000' on 093 radial Butte VOR to VOR.
CAUTION: 8,212' obstruction 2 mi E of Butte airport.
AIR CARRIER NOTE: Sliding scale NA for landing.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Butte, Mont	Butte 5554'	BVOR HIA FM HSK	2, Amdt 2 24 Dec 55	1 7 May 55

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs 058 Outbnd, 238 Inbnd, 1200' within 10 mi.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 238-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 mi, climb to 1700' on crs of 238 within 10 mi of Riverhead VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Calverton, N. Y.	Peconic River 80'	VORW RVH	1, Orig 13 Oct 54	None

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CPR LFR	CPR-VOR	Direct	7000	T-dn	300-1	300-1	200-½
				C-dn	1000-3	1000-3	1000-3
				S-dn	1000-3	1000-3	1000-3
				A-dn	1000-3	1000-3	1000-3

Procedure turn N side of crs, 021 Outbnd, 201 Inbnd, 7000' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 7000'
Crs and distance, facility to airport, 201-13.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 10 mi, climb to 8000' on 201R within 20 mi. Alternate missed approach when directed by ATC: climb to 7500' on W crs of ILS within 20 mi of LMM.
NOTE: Terrain 5900' at VOR site and 5 mi S, SW and W of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Casper, Wyo	Natrona County 5348'	BVOR CPR	1, Amdt 2 16 Jun 56	1 27 Jan 53

				T-d	300-1	300-1	300-1
				C-d	2300-3	2300-3	2300-3
				A-d	2300-3	2300-3	2300-3

Procedure turn E side of crs, 197 Outbnd, 017 Inbnd, 5600 within 10 mi.
Minimum Altitude over facility on final approach crs, 5600'
Crs and distance, facility to airport, 017-18.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 18.9 mi, climb to 5600' on 011 crs fm CDR-VOR within 20 mi.
NOTE: Night operations not authorized (Runway lights inoperative). No control zone.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chadron, Neb	Chadron 3312'	BVOR CDR	1, Orig 22 Dec 56	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Charleston LFR	CHW-VOR	Direct	2500	T-dn	300-1	300-1	300-1
				C-dn	800-2	800-2	800-2
				A-dn	1000-2	1000-2	1000-2

Procedure turn S side of crs, 244 Outbnd, 064 Inbnd, 2500' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 064-10.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 10.0 mi, climb to 2500' on R-067 within 20 mi of VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charleston, W Va	Kanawha County 981'	BVOR CHW	1, Amdt 1 5 May 54	Orig 20 Feb 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Charlotte LFR	CLT-VOR	Direct	2100	T-dn	300-1	300-1	200-½
				C-dn*	400-1	500-1	500-1½
				A-dn*	800-2	800-2	800-2

Procedure turn E side of crs, 186 Outbnd, 006 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, CLT VOR 1600'; CLT LFR-Z 1600*
* If LFR-Z not identified descent below 1600 NA and minima become 900-2
Crs and distance, facility to airport, 006-13.3 from CLT-VOR; 006-1.5 from CLT-LFR-Z^
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 mi, climb to 2300' on R-006 or when directed by ATC: Turn right, climb to 2300' on R-040 within 20 mi.
CAUTION: 1116' MSL tower located 4 mi SE of LFR and 3 mi E of final approach crs.
Major Changes: Crs and distances revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charlotte, N C	Douglas 748'	BVOR CLT	1, Amdt 1 24 Dec 55	Orig 20 Aug 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Chattanooga LFR	CHA-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Daisy FM	CHA-VOR	Direct	2200	C-dn	600-1½	700-1½	700-2
Int SW crs CHA LFR & CHA VOR R-280 (Rossville Int)	CHA-VOR	Direct	2300'	A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 151 Outbnd, 331 Inbnd, 2500' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 331-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, turn right, climb to 2500' on crs of 008 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chattanooga, Tenn	Lovell Field 682'	BVOR CHA	1, Orig 8 Mar 54	None

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From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Cheyenne LFR	CYS-VOR	Direct	7300'	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 015 Outbnd, 195 Inbnd, 7300' within 10 mi.
Minimum Altitude over facility on final approach crs, 6800'
Crs and distance, facility to airport, 195-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi, climb to 7500' on R-166 within 20 mi of VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cheyenne, Wyo	Cheyenne Municipal 6156'	BVOR CYS	1, Amdt 3 15 Feb 54	2 1 Feb 52

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-d	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				S-d	400-1	400-1	400-1
				A-d	800-2	800-2	800-2

Procedure turn E side crs, 171 Outbnd, 351 Inbnd, 3100' within 10 mi.
Minimum Altitude over facility on final approach crs, 2600'
Crs and distance, facility to airport, 351-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi, climb to 3100 on R-351 within 10 mi.
AIR CARRIER NOTE: Night operations NA.
Major Changes: Limit procedure turn and missed approach distances.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Childress, Tex	Municipal 1952'	BVOR CDS	1, Amdt 3 18 Feb 56	2 22 Jul 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS.			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Moline LFR	MLI-VOR	Direct	2100	T-dn	300-1	300-1	
Rockford LFR	MLI-VOR	Direct	2500	C-d	500-1	500-1½	
				C-n	500-2	500-2	
				S-d-32	500-1	500-1	
				S-n-32	500-2	500-2	
				A-dn	800-2	800-2	

Procedure turn E side of crs, 154 Outbnd, 334 Inbnd, 1900' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 334-6.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.3 mi, make left climbing turn & return to the MLI VOR at 1900'.
CAUTION: Official weather information indicating conditions at Clinton are at or above minimums specified must be obtained prior to the time a let-down is started.
Major Changes: Procedure turn distance revised. Crs and distances revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Clinton, Iowa	Municipal 701'	BVOR MLI	1, Amdt 1 16 Jun 56	Orig 30 Mar 54

Bryan LFR	CLL-VOR	Direct	1400	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-28	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 098 Outbnd, 278 Inbnd, 1500' within 10 mi of 230 brng to Snook Rbn.
Minimum Altitude over facility on final approach crs, 1000' over 230 brng to Snook Rbn.
Crs and distance, facility to airport, 278-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 mi, turn left, climb to 1500' on R-125 within 20 mi.
NOTE: Procedure authorized only for aircraft equipped to receive CLL VOR and SOK RBN bearings simultaneously.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
College Station, Tex	Easterwood 320'	BVOR CLL MHW SOK	2, Orig 22 Dec 56	None

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Columbia LFR	CAE-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 147 Outbnd, 327 Inbnd, 1400' within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 327-5.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.6 mi, climb to 1600' on R-327 within 20 mi.
Major Changes: Add straight-in night minima for more than 2-eng aircraft.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbia, S C	Columbia 244'	BVOR CAE	1, Amdt 1 14 Jan 56	Orig 22 Jun 55

Columbus LFR	CSG-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Columbus LOM	CSG-VOR	Direct	2000	C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-d-12	600-1	600-1	600-1
				S-n-12	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of course, 328 Outbnd, 148 inbnd, 1700' within 10 miles.
Minimum altitude over facility on final approach course, 1200'
Crs and distance, facility to airport, 148-6.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.7 miles, turn left, climb to 2000' on R-328 CSG within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbus Ga	Muscogee Co. 397'	BVOR CSG	1 Orig 9 Feb 57	none

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Columbus LFR	CUS-VOR	Direct	6000	T-d	1000-2	1000-2	
				T-n	1000-3	1000-3	
				C-d	1000-2	1000-2	
				C-n	1000-3	1000-3	
				A-d	1500-2	1500-2	
				A-n	1500-3	1500-3	

Procedure turn N side of crs, 084 Outbnd, 264 Inbnd, 6000' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 5200'
Crs and distance, facility to airport, 264-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 mi, climb to 9000' on R-264 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbus, N M	Columbus Int Field 4024'	BVOR CUS	1, Amdt 2 27 May 54	1 1 Feb 52

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Concord LFR	CON-VOR	Direct	2500	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-12	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 300 Outbnd, 120 Inbnd, 2500' within 10 mi. Not authorized beyond 10 mi.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 120-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 mi, after passing Concord VOR, climb to 2000' on R-155 within 15 mi of Concord VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Concord, N H	Municipal 345'	BVOR CON	1, Amdt 1 1 Apr 54	Orig 2 Feb 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Corpus Christi LFR	CRP-VOR	Direct	1300	T-dn	300-1	300-1	200-½
				C-d	700-1	700-1	700-1½
				C-n	700-1½	700-1½	700-2
				A-dn	800-2	800-2	800-2

Procedure turn W side crs, 349 Outbnd, 169 Inbnd, 1400' within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 169-7.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.8 mi, turn right, climb to 1700' on R-229 within 20 mi.
CAUTION: 360' antenna 2.1 mi NE of airport.
AIR CARRIER NOTE: Authorization for local visibility reduction & sliding scale not applicable for night landings.
Major Changes: Revise missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Corpus Christi, Tex	Cliff Maus 42'	BVOR CRP	1, Amdt 3 28 Jul 56	2 12 Mar 56

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Cotulla BMH	COT-VOR	Direct	1600	T-dn	300-1	300-1	
				C-dn	400-1	500-1	
				A-dn	800-2	800-2	

Procedure turn N side crs, 075 Outbnd, 255 Inbnd, 1600 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 255-5.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 mi, after passing VOR, turn left, climb to 1600' R-186 within 20 mi.
CAUTION: 560' unlighted water tower 1 mi WSW.
Major Changes: Lowers minima. Adds transition from COT BMH.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cotulla, Tex	Cotulla Municipal 471'	BVOR COT	1, Amdt 1 12 Feb 55	Orig 27 Aug 51

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
New Baltimore Int	CVG-VOR	Direct	2300	T-dn	300-1	300-1	200-½
Cincinnati LFR	CVG-VOR	Direct	2400	C-dn	400-1	500-1	500-1½
Grants Lick Int	CVG-VOR	Direct	2000	S-dn-4	400-1	400-1	400-1
Union Int	CVG-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Mt Orab FM	CVG-VOR	Direct	2300				

Radar terminal area transition altitudes: From 022 to 105 2500' within 30 mi; from 105 thru 180 to 22, 2000' within 15, 2500' within 30 mi.

Procedure turn E side of crs, 223 Outbnd, 043 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 043-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 2500' on 043 radial within 15 mi or, when directed by ATC, make a left climbing turn and return to Cincinnati VOR.
Major Changes: Revises transitions, missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Covington, Ky	Greater Cincinnati 890'	VOR	CVG	1, Amdt 2 30 Jul 55	1 27 Aug 52

Radar Transitions to Cincinnati VOR R-044 conducted in accordance with established surveillance patterns for Runway 22.				T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1
022 clockwise from Radar	105	within 30 mi	2500	S-dn-22	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2
105 clockwise from Radar	022	within 15 mi	2000				
105 clockwise from Radar	022	within 30 mi	2500				

Procedure turn NA, Inbnd crs 224.
Minimum Altitude on final to 5 mi Fix (Radar) 2000'- descent to landing minimums after passing 5 mi fix as determined by surveillance radar.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5 mi after passing radar fix, climb to 2400' on heading 224 to Cincinnati VOR, turn right and proceed out R-241 for 10 mi. Hold on Cincinnati VOR R-241 at 2400' within 10 mi or as directed by ATC.
NOTE: This procedure authorized only in conjunction with airport surveillance radar. No altitude or range information given between radar 5 mi fix and airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Covington, Ky	Greater Cincinnati 890'	VOR	CVG	2, Orig 3 Dec 55	None

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	600-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 310 Outbnd, 130 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 600'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, climb to 3000' on R-160 within 20 mi.

City and State	Airport Name & Elev.		Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Crescent City, Calif	Del Norte County	56'	BVOR	CEC	1, Amdt 2 31 Aug 54	1 5 Feb 53

Crestview LFR	CEW-VOR	Direct	1400	T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side, 286 Outbnd, 106 Inbnd, 1400' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 106-6.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.1 mi, climb to 1400' on R-087 within 15 mi.
NOTE: Air Carrier use of airport NA.
Major Changes: Nautical distances. Revise straight-in minima. New format.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Crestview, Fla	Crestview 274'	BVOR	CEW	1, Amdt 5 29 Aug 56	4 25 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Cross City LFR	CTY-VOR	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-31	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side, 119 Outbnd, 299 Inbnd, 1200 within 10 mi.
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 299-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi, climb to 1500' on R-299 within 20 mi.
Major Changes: Increase procedure turn due obstruction.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cross City, Fla	Cross City 42'	BVOR	CTY	1, Amdt 6 2 Jul 55	5 12 Jan 54

CTB-LFR	CTB-VOR	Direct	6000	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-2	500-2	500-2
				S-d-RY-31	400-1	400-1	400-1
				S-n-RY-31	400-2	400-2	400-2
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 131 Outbnd, 311 Inbnd, 5500' within 10 mi.
Minimum Altitude over facility on final approach crs, 4600'
Crs and distance, facility to airport, 311-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 6000' on R-327 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cut Bank, Mont	Cut Bank 3863'	BVOR	CTB	1, Amdt 2 17 Dec 55	1 30 Jul 54

Daggett LFR	DAG-VOR	Direct	6000	*T-dn	2000-4	2000-4	2000-4
				C-dn	2000-4	2000-4	2000-4
				A-dn	2000-4	2000-4	2000-4

* 500-1 authorized for take-offs on Runways 3 and 7.

Procedure turn N side crs, 053 Outbnd, 233 Inbnd, 6000' within 10 mi.
Minimum Altitude over facility on final approach crs, 4000'
Crs and distance, facility to airport, 233-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 mi, climb to 6000' on R-242 within 20 mi.
Major Changes: Correct courses.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Daggett, Calif	Daggett 1927'	BVOR	DAG	1, Amdt 5 17 Nov 56	4 12 Feb 55

Dalhart MH	DHT-VOR	Direct	5200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 350 Outbnd, 170 Inbnd, 5200' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 4700'
Crs and distance, facility to airport, 170-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 mi, climb to 5100' on R-170 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dalhart, Tex	Municipal 3989	BVOR	DHT	1, Amdt 4 30 Jul 55	3 2Aug 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Dallas LFR	DAL-VOR	Direct	2000	T-d	300-1	300-1	
				C-d	500-1	500-1	
				A-d			

Radar Terminal Area Transition altitude: 2000 within 5 to 20 mi. Radar control must provide 3 mi or 1000 vert separation or 3 to 5 mi and 500 vert separation from radio towers 1108 MSL - 20 mi N-2349 MSL 16 mi. SSW - 1230 MSL 10 mi WNW of airport.

Procedure turn E side of crs, 328 Outbnd, 148 Inbnd, 1900 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 148-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 mi, turn left, climb to 2000' and return to DAL VOR. No weather service available.
NOTE: Air Carrier use NA. Night operations NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dallas, Tex	Garland 614'	BVOR DAL	1, Orig 8 Oct 55	None

Dallas LFR	DAL-VOR	Direct	2000	T-dn	300-1	300-1	
				C-dn	500-1	500-1	
				A-dn			

Radar terminal area transition altitude: 2000 within 5 to 20 mi. Radar control must provide 3 mi or 1000 vert separation or 3 to 5 mi and 500 vert separation from radio towers 1108 MSL - 20 mi N-2349 MSL 16 mi SSW - 1230 MSL 10 mi WNW of airport.

Procedure turn E side of crs, 104 Outbnd, 284 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 284-4.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 mi, turn right return to DAL VOR climbing to 2000'. No weather service available.
NOTE: Air Carrier use NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dallas, Tex	Highland Park 524'	BVOR DAL	1, Orig 8 Oct 55	None

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Dallas LFR	DAL-VOR	Direct	2000	T-dn	300-1	300-1	200-½
10 mi DME fix R-063	DAL-VOR (Final)	Direct	1500	*C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitude: 2000' within 5 to 20 mi. Radar control must provide 3 mi or 1000' vert separation or 3 to 5 mi and 500' vert separation from radio towers - 1108 MSL 20 mi N, 2349 MSL 16 mi SSW, 1230 MSL 10 mi WNW of airport.

Procedure turn N side of crs, 063 Outbnd, 243 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'; 1200' over 6.5 mi DME fix R-243; * 900' over 8.2 mi DME fix R-243.
* If DME not utilized, landing minima are 700-2
Crs and distance, facility to airport, 243-8.2; 243-6.5 mi from VOR to 6.5 mi DME fix; 243-1.7 mi from 6.5 mi DME fix to airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.2 mi, turn right, return to VOR, climbing to 2000'
CAUTION: 695' MSL tank 1.7 mi SE rny 31.
AIR CARRIER NOTE: On cargo and ferry flights no reduction in landing minima authorized.
Major Changes: Lower final approach altitude; add altitude for DME fixes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dallas, Tex	Love Field 485'	BVOR DAL	1, Amdt 5 27 May 56	4 26 May 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Wright-Patterson LFR	DAY-VOR	Direct	2100	T-dn	300-1	300-1	200-½
Springfield MHW	DAY-VOR	Direct	2300	C-dn	400-1	500-1	500-1½
North Hampton Int*	DAY-VOR	Direct	2200	S-dn-18	400-1	400-1	400-1
Liberty Int #	DAY-VOR	Direct	2300	A-dn	800-2	800-2	800-2
Tipp City MHW	DAY-VOR	Direct	2200				
Int W crs of Columbus & R-359	Dayton VOR (Final)	Direct	1700				

* North Hampton Int: Int R-074 Dayton VOR or W crs CMH-LFR and NE crs of Wright-Patterson LFR.
# Liberty Int: Int R-203 Dayton VOR and W crs of Wright-Patterson LFR.

Procedure turn W side of crs, 359 Outbnd, 179 Inbnd, 2200' within 10 mi.
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 179-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.0 mi, climb to 3000' on crs of 203 within 15 mi of Dayton VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dayton, Ohio	Dayton 1008'	BVOR DAY	1, Amdt 2 1 Apr 54	1 25 Aug 51

Daytona Beach LFR	DAB-VOR	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-RY-6	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side, 243 Outbnd, 063 Inbnd, 1400' within 9 mi. Beyond 9 mi NA, due to traffic.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 063-4.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.8 mi, climb to 1400' on R-063 within 13 mi.
Major Changes: Raise altitude on procedure turn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Daytona Beach, Fla	Daytona Beach 34'	BVOR DAB	1, Amdt 5 4 Jun 55	4 5 Jan 54

Delta LFR	DTA-VOR	Direct	7000	T-dn	300-1	300-1	300-1
				C-dn	600-2	600-2	600-2
				S-34-d	600-1	600-1	600-1
				S-34-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn W side crs, 180 Outbnd, 360 Inbnd, 7000' within 10 mi. 8000' within 20 mi.
Minimum Altitude over facility on final approach crs, 6000'
Crs and distance, facility to airport, 345-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.3 mi, climb to 11,000' on R-345 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Delta, Utah	Municipal 4755'	BVOR DTA	1, Amdt 3 12 Jan 57	2 2 Apr 55

Denver LFR	DEN-VOR	Direct	6500	T-dn	300-1	300-1	200-½
				C-dn	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn S side crs, 031 Outbnd, 211 Inbnd, 6500' within 10 mi. (nonstandard due to traffic)
SHUTTLE: to 6500' on R-031.
Minimum Altitude over facility on final approach crs, 6020'
Crs and distance, facility to airport, 211-8.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 8.2 mi, turn left, climb to 8900' on crs of 174 within 15 mi of DEN VOR.
CAUTION: 5911 MSL radio tower 4.0 E-SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Denver, Colo	Stapleton Airfield 5325'	BVOR DEN	1, Amdt 1 15 May 54	Orig 22 Sept 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Des Moines LFR	DSM-VOR	Direct	2100	T-dn	300-1	300-1	200-½
Martensdale FM	DSM-VOR (Final)	Direct	1600	C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 169 Outbnd, 349 Inbnd, 2100' within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 349-5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 mi, immediately turn left, climb to 2600' on R-310 within 20 mi, or when directed by ATC, make immediate left turn, climb to 2600' on R-253 within 20 mi.
CAUTION: 1546' MSL TV tower located 3.2 mi NNE. When TV tower not visible on take-offs on N, NW, E & NE, climb to 2100' prior to turning toward TV tower.
Major Changes: Distances and altitudes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Des Moines, Iowa	Des Moines 957'	BVOR DSM	1, Amdt 10 21 Apr 56	9 20 Jun 54

Dickinson LFR	DIK-VOR	Direct	4000	T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n	500-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 359 Outbnd, 179 Inbnd, 4000' within 10 mi.
Minimum Altitude over facility on final approach crs, 3500'
Crs and distance, facility to airport, 179-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 mi, make left turn climb to 4000' on 173R DIK VOR within 20 mi, then make left turn and return to VOR.
AIR CARRIER NOTE: Night take-offs and landings authorized NW-SE Runway only.
CAUTION: KDIX tower 3.9 mi N DIK-LFR 2751' MSL. Tower 2966' MSL 3.5 mi NE of VOR.
Major Changes: Distances and altitudes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dickinson, N D	Dickinson 2589'	BVOR DIK	1, Amdt 3 22 Dec 56	2 17 Dec 54

Dillon LFR	DLN-VOR	Direct	7200	T-d	1000-1	1000-1	
				T-n	2000-3	2000-3	
				C-dn	2000-3	2000-3	
				A-dn	2000-3	2000-3	

Procedure turn W side crs, 007 Outbnd, 187 Inbnd, 8000' within 10 mi. 9700' within 20 mi.
Minimum Altitude over facility on final approach crs, 7200'
Crs and distance, facility to airport, 022-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn right, climb to 10,000 on R-007 within 20 mi.
AIR CARRIER NOTE: Operations not authorized for more than 2-eng. aircraft.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dillon, Mont	Dillon 5238'	BVOR DLN	1, Orig 12 Mar 55	None

				T-dn	300-1	300-1	300-1
				C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-d-14	500-1	500-1	500-1
				S-n-14	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 330 Outbnd, 150 Inbnd, 3600' within 10 mi.
Minimum Altitude over facility on final approach crs, 3100'
Crs and distance, facility to airport, 150-5.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 mi, climb to 3900' on 150R within 20 mi of DDC-VOR.
CAUTION: 2731' tower 2.6 mi NW of airport and 1.4 mi W of final approach crs. 2894' tower 2.8 mi W of airport.
Major Changes: Deletes BMH transition, procedure turn & missed approach revised, air carrier note deleted.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dodge City, Kans	Dodge City 2594'	BVOR DDC	1, Amdt 6 7 Jul 56	5 22 Mar 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-d	400-1	400-1	400-1
				T-n	500-2	500-2	500-2
				C-d	1000-2	1000-2	1000-2
				C-n	1000-3	1000-3	1000-3
				A-d	2000-2	2000-2	2000-2
				A-n	2000-3	2000-3	2000-3

Procedure turn N side crs, 298 Outbnd, 118 Inbnd, 7000' within 10 mi.
Minimum Altitude over facility on final approach crs, 5200'
Crs and distance, facility to airport, 118-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn left(E)and climb to 10000' on R-289 within 20 mi.
SHUTTLE: To 7000' on R-298 within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Douglas, Ariz	Bisbee-Douglas Int 4158'	BVOR DUG	1, Amdt 5 5 Jan 57	4 12 Feb 55

Dubois LFR	DBS-VOR	Direct	6000'	T-d	500-1		
				T-n	500-2		
				C-d	800-1		
				C-n	800-2		
				A-dn	800-2		

Procedure turn E side crs, 152 Outbnd, 332 Inbnd, 7000' within 10 mi.
Minimum Altitude over facility on final approach crs, 6000'
Crs and distance, facility to airport, 336-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, turn left, climb to 7000' on R-152 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dubois, Idaho	Dubois 5123'	BVOR DBS	1, Orig 12 Mar 55	None

Duluth LFR	DLH-VOR	Direct	2500	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				S-dn-3	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 193 Outbnd, 013 Inbnd, 2500' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 013-2.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.2 mi, climb to 2500' on R-013 within 10 mi DLH-VOR.
CAUTION: 2049 MSL-TV tower 4.3 mi E of Duluth VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Duluth, Minn	Duluth 1430'	BVOR DLH	1, Amdt 1 25 Dec 53	Orig 25 Jul 51

Dyersburg MH	DYR-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 073 Outbnd, 253 Inbnd, 1600' within 10 mi.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 253-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 mi, climb to 1600' on crs 253 within 20 mi.
Major Changes: Delete straight-in minima.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dyersburg, Tenn	Municipal 337'	BVOR DYR	1, Amdt 3 17 Dec 54	2 28 Apr 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS.			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 007 Outbnd, 187 Inbnd, 2400' within 10 mi.
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 287-2.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 mi, climb to 2500' on R-214 within 20 mi.
CAUTION: Tower 1350' MSL 2.5 mi SE of airport in direct line of NW-SE Runway.
1780' TV tower 10 mi WNW VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Eau Claire, Wis	Eau Claire 887'	BVOR EAU	1 Amdt 3 12 Jan 57	2 10 Jul 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
El Dorado RBN	ELD-VOR	Direct	1600	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-22-dn	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 030 Outbnd, 210 Inbnd, 1400 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 210-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 mi, climb to 1400 on R-210 within 20 mi.
CAUTION: No control area. Pilots using this facility shall, as soon as practicable, advise El Dorado Radio of their position, altitude, ETA, and intentions, and thereafter determine that adequate separation exists from other reported users of navigational facilities in the area. In instances where other aircraft have previously contacted El Dorado Radio, hold between facility and a point two minutes out on final approach crs at least 1,000' above procedure turn altitude and 1,000' above previously reported traffic until advised that aircraft making approach has landed. Keep El Dorado Radio advised at all times of changes in altitude and position in order that other aircraft may also receive this information.
Major Changes: Decrease procedure turn altitude. Decrease minimum altitude over facility final.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
El Dorado, Ark	Goodwin Field 277'	BVOR ELD	1, Amdt 4 15 Jan 55	3 9 Jun 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-d	1000-2	1000-2	1000-2
				T-n			
				C-d	2000-2	2000-2	2000-2
				C-n			
				A-d	2500-3	2500-3	2500-3
				A-n			

Procedure turn S side of crs, 283 Outbnd, 103 Inbnd, 4000' within 10 mi.
Minimum Altitude over facility on final approach crs, 4000'
Crs and distance, facility to airport, 103-11.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, make a left climbing turn to 5000' on crs 283 within 20 mi.
CAUTION: Obstructions reaching 4332' 3 mi W of airport.
AIR CARRIER NOTE: Sliding scale, reduction in landing visibility for local conditions, and reduction in take-off minimums not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Elkins, W Va	Elkins 1987'	BVOR EKN	1, Orig 1 Apr 54	None

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Carlin FM	EKO-VOR	Direct	9000	T-dn	1800-2	1800-2	1800-2
Deeth FM	EKO-VOR	Direct	10,000	C-dn	1800-2	1800-2	1800-2
Elko LFR	EKO-VOR	Direct	8500	A-dn	1800-2	1800-2	1800-2

Procedure turn W side of crs, 144 Outbnd, 324 Inbnd, 8500' within 10 mi. NA beyond 10 mi. (nonstandard due to terrain)
Minimum Altitude over facility on final approach crs, 7500'
Crs and distance, facility to airport, 324-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 mi, turn left and climb to 8500' on R-144 within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Elko, Nev	Municipal 5136'	BVOR EKO	1, Amdt 2 17 Mar 56	1 18 Feb 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Ellensburg LFR	ELN-VOR	Direct	5500	T-dn	500-1	500-1	500-1
				C-dn	1500-1	1500-1	1500-1½
				A-dn	1500-3	1500-3	1500-3

Procedure turn S side crs, 049 Outbnd, 229 Inbnd, 5500' within lo mi. NA beyond 10 mi. (nonstandard due to terrain)

Minimum Altitude over facility on final approach crs, 4000'

Crs and distance, facility to airport, 259-2.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.7 mi, turn left, climb to 5500' on R-049 within 10 mi.

CAUTION: High terrain all quadrants; 4000' hills 10 mi NE Ellensburg LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ellensburg, Wash	Bowers Field 1766'	BVOR ELN	1, Orig 12 Mar 55	None

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Elmira LFR	ELM-VOR	Direct	3000	T-d	800-2	800-2	800-2
				T-n	800-3	800-3	800-3
				C-d	1400-2	1400-2	1400-2
				C-n	1400-3	1400-3	1400-3
				A-d	2000-2	2000-2	2000-2
				A-n	2000-3	2000-3	2000-3

Procedure turn S side of crs, 246 Outbnd, 066 Inbnd, 3000' within 10 mi.

Minimum Altitude over facility on final approach crs, 2500'

Crs and distance, facility to airport, 066-6.8

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 6.8 mi, climb to 3000' on crs of 066 within 10 mi of VOR and return to VOR.

AIR CARRIER NOTE: Sliding scale not authorized. No reduction in landing visibility minimums authorized for local conditions. No reduction in take-off minimums authorized.

Major Changes: Missed approach procedure revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Elmira, N Y	Chemung County 951'	BVOR ELM	1, Amdt 4 23 Apr 55	3 2 Apr 54

El Paso LFR	ELP-VOR	Direct	5000	T-dn	300-1	300-1	200-½
Hueco Mt Fan Marker	ELP-VOR (Final)*	Direct	5000	C-dn	400-1	500-1	500-1½
Newman VOR	ELP-VOR	Direct	6000	S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* Maintain 7000' until 5 mi W of Hueco Mt FM. If Hueco Mt FM not identified maintain 8000' until over ELP VOR.

Procedure turn S side of crs, 080 Outbnd, 260 Inbnd, 6500' within 10 mi. Beyond 10 mi NA.# (Nonstandard due to terrain)

# CAUTION: High terrain 9.0 mi E of El Paso.

Minimum Altitude over facility on final approach crs, 5000'

Crs and distance, facility to airport, 259-4.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.6 mi, turn left to 125 mag, climb to 5000', intercept and proceed on R-151 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
El Paso, Tex	International 3936'	BVOR ELP	1, Amdt 6 5 Jan 57	5 26 May 56

				T-dn	300-1		
				C-d	500-1		
				C-n	500-2		
				A-dn	800-2		

Procedure turn E side of crs, 125 Outbnd, 305 Inbnd, 2300' within 10 mi.

Minimum Altitude over facility on final approach crs, 1800'

Crs and distance, facility to airport, 305-3.0

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.0 mi, climb to 2500' on R-305 within 20 mi.

CAUTION: Sod Field.

NOTE: Air Carrier use not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Emporia, Kans	Emporia 1204'	BVOR EMP	1, Amdt 1 1 Aug 54	Form 1725, 13 Sep 51

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Ephrata LFR	EPH-VOR	Direct	3300	*T-dn	300-1	300-1	200-½
				C-d	800-2	800-2	800-2
				C-n	1000-2	1000-2	1000-2
				S-dn-RY20	500-1½	500-1½	500-1½
				A-d	1000-3	1000-3	1000-3
				A-n	1200-3	1200-3	1200-3

* 600-2 required for take-off on Runway 29.

Procedure turn N side of crs, 020 Outbnd, 200 Inbnd, 3300' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport, 200-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, turn left, climb to 4000' on R-059 within 20 mi.
Alternate Missed Approach when directed by ATC: within 5.7 mi, turn left, return to VOR station, hold at 3300' on R-020 within 10 mi.
CAUTION: 2351' radio tower 3 mi W of airport.
Major Changes: Add alternate missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ephrata, Wash	Ephrata 1258'	BVOR EPH	1, Amdt 2 7 Jan 56	1 29 Jan 55

Erie LFR	ERI-VOR	Direct	2200	T-dn	300-1	300-1	200-½*
North Springfield FM	ERI-VOR (Final)	Direct	1700	C-dn	500-1	500-1	500-1½
				S-dn-6	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

* 300-1 required for all runways except 6-24.

Procedure turn S side crs 240 Outbnd, 060 Inbnd, 2200' within 10 mi.
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 060-5.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within5.9 mi, climb to2500' on **R-059 ERI within 20 miles.**
AIR CARRIER NOTE: Sliding scale for take-off and reduction in take-off minimums authorized only on runways 6-24.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Erie, Pa	Port Erie 732'	BVOR ERI	1, Amdt 1 1 Apr 54	Orig 15 Feb 51

EUG-LFR	EUG-VOR	Direct	2500	T-dn	300-1	300-1	200-½
Cottage Grove FM	EUG-VOR	Direct	3700	C-dn	500-1	500-1½	600-1½
Int N crs EUG-LFR & R-338	EUG-VOR	Direct	2500	S-dn-RY16	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 338 Outbnd, 158 Inbnd, 2500' within 10 mi. NA beyond 10 mi. (nonstandard due to terrain)
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 158-3.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi, turn right and climb to 2000' on R-355 within 20 mi.
Major Changes: Add Cottage Grove. Crs and distance and altitude corrections.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Eugene, Ore	Mahlon Sweet 365'	BVOR EUG	1, Amdt 2 29 Oct 55	1 4 Jun 54

Barnesville FM	FAR-VOR	Direct	2300	T-dn	300-1	300-1	200-½
Fargo LFR	FAR-VOR	direct	2300	C-d	500-1	500-1	500-1½
				C-n	500-1½	500-1½	500-1½
				S-d	500-1	500-1	500-1½
				S-n	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side S crs, 171 Outbnd, 351 Inbnd, 2300' within 10 mi.
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 351-4.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.5 mi, climb to 2300' on R-340 within 10 mi of Fargo VOR.
CAUTION: Radio tower 1075' MSL 1.2 mi, SSE of airport.
Major Changes: Revises crs & distances.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fargo, N Dak	Hector 900'	BVOR FAR	1, Amdt 2 10 Mar 56	1 26 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Findlay "H"	FDY-VOR	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 220 Outbnd, 040 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 040-9.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 9.1 mi, make a climbing left turn, return to Findlay VOR at 2000' Hold SW on R-220 in a one-minute right hand pattern.
CAUTION: Radio tower 1080' MSL 1.5 mi ESE of airport.
Major Changes: Circling minimums revised. Straight-in minimums deleted.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Findlay, Ohio	Findlay 800'	VOR FDY	1, Amdt 2 29 Dec 56	1 1 Dec 56

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Florence LFR	FLO-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-23	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side crs, 054 Outbnd, 234 Inbnd, 1400' within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 234-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi, climb to 1500' on R-237 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Florence, S C	Florence 146'	BVOR FLO	1, Amdt 1 6 Jun 54	Orig 15 Feb 52

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
FBR-LFR	FBR-VOR	Direct	8100	T-dn	300-1		
				C-d	600-1		
				C-n	600-2		
				S-d	600-1		
				S-n-22	600-2		
				A-dn	NA	NA	NA

Procedure turn N side of crs, 030 Outbnd, 210 Inbnd, 8100' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 7600'
Crs and distance, facility to airport, 030-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn right, climb to 10,000' on R-330 within 20 mi.
NOTE: Air carrier use not authorized. Airport is between procedure turn and facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fort Bridger, Wyo	Fort Bridger Int 7016'	BVOR FBR	1, Amdt 1 1 Feb 52	Orig 2 Oct 51

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Fort Myers Rbn	FMY-VOR	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-d	400-1	400-1	400-1
				S-n-4	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 222 Outbnd, 042 Inbnd, 1200' within 10 mi.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 042-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 mi, climb to 1300' on R-042 within 15 mi.
CAUTION: 15 mi limitation due to traffic.
Major Changes: Adds transition; increases missed approach altitude; increases night straight-in minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fort Myers, Fla	Page Field 17'	BVOR FMY	1, Amdt 6 29 May 54	5 13 Jan 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Ft Smith Rbn	FSM-VOR	Direct	2000	T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-d	600-1	600-1	600-1
				S-n-25	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 045 Outbnd, 225 Inbnd, 1900' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 225-5.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 mi, climb to 1800 on R-235 within 20 mi.
CAUTION: 620 MSL unlighted Hill 1.5 mi E of airport.
AIR CARRIER NOTE: 300-1 required for T.O. Runways 1-19. No reduction in landing minima authorized by application of sliding scale, or for local weather conditions. No reduction in T.O. or landing minima authorized for Cargo or Ferry flights.
Major Changes: Revise procedure turn alt. and limiting distances. Air Carrier notes reworded.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fort Smith, Ark	Municipal 468'	BVOR FSM	1, Amdt 2 25 Aug 56	1 7 Jul 54

Arcata LFR	FOT-VOR	Direct	2000	*T-d	300-1		
				*T-n	500-2		
				C-d	1000-1		
				C-n	1000-3		
				A-dn	1500-3		

* 1000-1 (Day) or 1000-2 (night) required for take-off on Runway 11.

Procedure turn W side of crs, 308 Outbnd, 128 Inbnd, 1400' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 128-8.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn right and climb to 2000' on R-308 within 20 mi.
AIR CARRIER NOTE: Operations not authorized for aircraft of more than 65 knots.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fortuna, Calif	Rohnerville 390'	BVOR FOT	1, Amdt 4 1 Sep 54	3 1 Aug 52

Ft Wayne LFR	FWA-VOR	Direct	2200	T-dn	300-1	300-1	200-½
Int NW crs FWA LFR & R-317	FWA-VOR	Direct	2200'	C-dn	400-1	500-1	500-1½
Int NE crs FWA LFR & R065	FWA-VOR	Direct	2600	S-dn-13	400-1	400-1	400-1
Int NW crs FWA LFR & R-317	FWA-VOR (Final)	Direct	*1600	A-dn	800-2	800-2	800-2

* Do not descend below 2200' until within 10 mi of VOR.

Procedure turn W side of crs, 317 Outbnd, 137 Inbnd, 2200' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 137-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, climb to 2200' on R-137 within 20 mi, or if directed by ATC, make right climbing turn, climb to 2200' and return to Fort Wayne VOR.
CAUTION: Tower 1595' MSL located 7 mi N of airport. Tower 1172 MSL located 7½ mi W of airport. Sectional charts list other towers in vincinity.
Major Changes: Distances and altitudes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fort Wayne, Ind	Baer Field 801'	BVOR FWA	1, Amdt 3 27 Aug 55	2 14 Jan 54

Gage LFR	GAG-VOR	Direct	3600	T-dn	300-1		
				C-dn	500-1		
				A-dn	800-2		

Procedure turn S side of crs, 288 Outbnd, 108 Inbnd, 3600' within 10 mi.
Minimum Altitude over facility on final approach crs, 3100'
Crs and distance, facility to airport, 108 5.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.7 mi, climb to 3500' on R-108 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Gage, Okla	Municipal 2223'	BVOR GAG	1, Amdt 1 16 Aug 54	Orig 9 Apr 51

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-d	700-1	700-1½	700-1½
				C-n	700-1	700-1½	700-2
				S-d	700-1	700-1	700-1
				S-n-6	700-1	700-1	700-2
				*A-dn	800-2	800-2	800-2

* Authorized for air carriers only.

Procedure turn S side, 210 Outbnd, 030 Inbnd, 1500' within 10 mi. Beyond 10 mi. NA.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 033-8.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.3 mi, climb to 1500' on R-030 within 15 mi.
NOTE: Weather and communications service not available to general public. Itinerant flights contact Cross City Radio for approach clearance or on missed approach.
NOTE: Authorized only for air carriers having approval for weather and communications service at this airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Gainesville, Fla	Gainesville 155'	VOR GNV	1, Orig 3 Jul 56	None

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Galveston LFR	GLS-VOR	Direct	1100	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side crs, 291 Outbnd, 111 Inbnd, 1700' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 111-7.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.5 mi, climb to 1300' on R-111 within 15 mi.
CAUTION: 231 MSL radio tower 7000' NE of airport. TV tower 1232' MSL 14 mi NW of VOR.
Major Changes: Raise procedure turn altitude. Add caution note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Galveston, Tex	Municipal 7'	BVOR GLS	1, Amdt 1 19 May 56	Orig 13 Aug 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Garden City LFR	GCK-VOR	Direct	4300	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-2
				S-8-12-d	400-1	400-1	400-1
				n	400-1½	500-1½	500-2
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 288 Outbnd, 108 Inbnd, 4300' within 10 mi.
Minimum Altitude over facility on final approach crs, 3800'
Crs and distance, facility to airport, 107-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 mi, climb to 4000' on R-107 within 20 mi. N-S runway lighted only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Garden City, Kans	New Garden City 2895'	BVOR GCK	1, Amdt 4 18 Oct 53	3 1 Aug 52

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Harrisburg VOR	GTY-VOR	Direct	2600	T-dn	300-1		
New Oxford Int *	GTY-VOR	Direct	2600	C-dn	500-1		
				A-dn	800-2		

* New Oxford Int: Int GTY R-097 and either HAR R-204 or HRN R-022.

Procedure turn E side of crs, 187 Outbnd, 007 Inbnd, 1700' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 1100'#
Standard clearance not provided over Round Top Hill, 785' MSL, 1.1 mi E of final approach crs, 4 mi S of airport.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb on R-033 within 10 mi, make a right climbing turn returning to GTY-VOR at 3000', or when directed by ATC, climb to 2600' on R-033 within 26 mi.
CAUTION: 2440' MSL terrain 10 mi W of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Gettysburg, Pa	Gettysburg 600'	VOR GTY	1, Orig 25 Nov 55	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Gila Bend LFR	GBN-VOR	Direct	3000	T-d C-d A-d	300-1 700-1 800-2	300-1 700-1 800-2	300-1 700-1½ 800-2

Procedure turn S side of crs, 250 Outbnd, 070 Inbnd, 3000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 163-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
within 0.0 mi, climb to 5000' on R-080 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Gila Bend, Ariz	AF AUX 858'	BVOR GBN	1, Amdt 4 29 Dec 56	3 12 Feb 1955

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				*T-dn *C-dn *A-dn	300-1 1100-2 1100-2	300-1 1100-2 1100-2	200-½ 1100-2 1100-2

* Night operation authorized only on NW-SE runway.

Procedure turn W side of crs, 010 Outbnd, 190 Inbnd, 4800' within 10 mi.
Minimum Altitude over facility on final approach crs, 4800'
Crs and distance, facility to airport, 190-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.7 mi, climb to 5000' on 190 R within 20 mi.
CAUTION: 4482' MSL tower 1.7 mi, S of airport and 4021' MSL tower 3 mi SW of airport.
Major Changes: Corrects procedure turn & final approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Goodland, Kans	Goodland 3653'	BVOR GLD	1, Amdt 2 3 Nov 56	1 8 Sep 56

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Grand Island LFR	GRI-VOR	Direct	3100	T-dn C-dn A-dn	300-1 *500-1 800-2	300-1 *600-1 800-2	200-½ 600-1½ 800-2

* If aircraft, 2 eng or less, are equipped to receive VOR & LFR simultaneously, descent to minimums 100' lower than those indicated are authorized provided descent started after passing LFR.

Procedure turn W side of crs, 349 Outbnd, 169 Inbnd, 3100' within 10 mi.
Minimum Altitude over facility on final approach crs, 2400*
Crs and distance, facility to airport, 169-0.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.4 mi, climb to 3200' on GRI 169R within 20 mi.
Major Changes: Lower circling minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Grand Island, Neb	Grand Island 1846'	BVOR GRI	1, Amdt 3 22 Dec 56	2 29 Oct 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
GTF-LFR	GTF-VOR	Direct	5500	T-dn	300-1	300-1	**200-½
Belt FM	GTF-VOR	Direct	5500	C-d	500-1	500-1	500-1½
GTF-LOM	GTF-VOR	Direct	5500	C-n	500-1½	500-1½	500-1½
Cascade FM	GTF-VOR	Direct	*5500	S-dn-2	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

** 300-1 required on Runways 11-29.
* When Cascade FM used as fix on final approach, descent to 4300' authorized within 10 mi of GTF - VOR.

Procedure turn S side of crs, 203 Outbnd, 023 Inbnd, 5500' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 4300'
Crs and distance, facility to airport, 024-2.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 mi, climb to 5500' on R-018 within 20 mi. Alternate missed approach when directed by ATC:
Execute climbing left turn, climb to 5500' on R-312 within 20 mi.
CAUTION: 3840' MSL LFR towers located 1.5 mi, SW of airport.
Major Changes: Change courses and distances.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Great Falls, Mont	Great Falls 3671'	BVOR GTF	1, Amdt 2 3 Sep 55	1 15 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-12	400-1	400-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 324 Outbnd, 144 Inbnd, 1900' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 144-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi, climb immediately to 2900' on R-144 within 20 mi.
CAUTION; Radio tower 7 mi SE of airport 1921' MSL.
Major Changes: Tower note and missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Green Bay, Wis	Austin-Straubel 694'	BVOR GRB	1, Amdt 3 12 Dec 56	2 29 Oct 55

GSO-LFR	GSO-VOR	Direct	2300	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 210 Outbnd, 030 Inbnd, 2300' within 10 mi.
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 030-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 mi, climb to 2300' on R-030 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Greensboro, N C	Greensboro-High 913' Point Municipal	BVOR GSO	1, Amdt 1 21 May 54	Orig 15 Feb 52

Greenwood LFR	GRW-VOR	Direct	1400	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 237 Outbnd, 057 Inbnd, 1300 within 10 mi.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 057-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi, climb to 1700' on R-057 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Greenwood, Miss	Municipal 129'	BVOR GRW	1, Orig 15 Oct 55	None

				T-dn	600-2	600-2	600-2
				C-dn	1200-2	1200-2	1200-2
				A-dn	1200-2	1200-2	1200-2

Procedure turn S side crs, 090 Outbnd, 270 Inbnd, 7500' within 10 mi.
Minimum Altitude over facility on final approach crs, 5700'
Crs and distance, facility to airport, 283-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 11,000' on R-050 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hanksville, Utah	CAA Site 54 4480'	BVOR HVE	1, Amdt 2 5 Jan 57	1 25 June 55

Harrisburg LFR	HAR-VOR	Direct	2500	T-d	500-1	500-1	500-1
Harrisburg LOM	HAR-VOR	Direct	2500	T-n	500-2	500-2	500-2
				C-dn	1200-2	1200-2	1200-2
				A-dn	1200-2	1200-2	1200-2

Procedure turn S side of crs, 288 Outbnd, 108 Inbnd, 2700' within 10 mi.; 15 mi, 3000'; 25 mi 3500'.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 108-7.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.5 mi, climb to 2000' on R-115 within 10 mi of VOR.
AIR CARRIER NOTE: Landing on Runway 2 authorized only during daylight hours with ceiling of 1500' or better.
NOTE: Take-off on Runway 20 not authorized.
Major Changes: Transitions revised. Procedure turn altitude corrected. Removes sliding scale restriction.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Harrisburg, Pa	State 347'	VOR HAR	1, Amdt 1 7 Apr 56	Orig 15 Feb 51

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
				T-dn	500-1	500-1	500-1½
				C-d	500-1	500-1	500-2
				C-n	700-2	700-2	700-3
				A-dn	1000-2	1000-2	1000-3

Procedure turn N side of crs, 250 Outbnd, 070 Inbnd, 3000' within 10 mi. (nonstandard due to terrain)
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 003-1.5 #
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
#within 3.0 mi on crs, 003, climb to 3000' on crs 003 within 10 mi, reverse crs climbing to 4000' over VOR.
NOTE: Distance, VOR to missed approach point exceeds standard.
CAUTION: High terrain SE; Loran tower 334' MSL 1.6 mi SW of airport.
Major Changes: Lower minima. Change missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hawi, Hawaii	Upolu Point 96'	BVOR UPP	1, Amdt 3 3 Nov 56	2 10 Dec 55

*Winston FM	HLN-VOR (Final)	Direct	5800	T-d	500-2	500-2	500-2
McDonald Pass FM	HLN-VOR	Direct	8500	T-n	800-2	800-2	800-2
Helena LFR	HLN-VOR	Direct	7500	C-d	1500-2	1500-2	1500-2
				C-n	1500-3	1500-3	1500-3
				A-d	1500-2	1500-2	1500-2
				A-n	1500-3	1500-3	1500-3

* Maintain at least 8500' until 1.7 mi past Winston FM.

Procedure turn N Side crs, 100 Outbnd, 280 Inbnd, 7500' within 10 mi. NA beyond 10 mi. Shuttle to 8500' on R-100 within 20 mi; all turns North side.
Minimum Altitude over facility on final approach crs, 5800
Crs and distance, facility to airport, 253-1.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.0 mi, turn right climb to 8500' on R-100 within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Helena, Mont	Helena Municipal 3882'	BVOR HLN	1, Orig 12 Mar 55	None

				*T-d	400-1	400-1	400-1
				*T-n	500-1	500-1	600-2
				C-d	500-1	500-1	500-1½
				C-n	500-1	500-1	600-2
				S-d-26	400-1	400-1	500-1
				S-n-26	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

* Westerly take-offs 800-2 day or night.

Procedure turn N side of crs, 080 Outbnd, 260 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 260-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 mi, turn right, climb to 3000' on R-355 within 20 mi.
Major Changes: Change in minima.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hilo, Hawaii	General Lyman 30'	BVOR ITO	1, Amdt 4 10 Dec 55	3 1 Nov 53

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-35	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 173 Outbnd, 353 Inbnd, 3000' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport, 353-7.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.0 mi, climb to 2900 on R-353 within 20 mi.
NOTE: Night operations restricted to runways 35 and 17.
Major Changes: Raise minimum altitude over facility on final. Add night and straight-in authority, raise missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hobart, Okla	Municipal 1562'	BVOR HBR	1, Amdt 1 12 Feb 55	Orig 18 Mar 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Hobbs LFR	HOB-VOR	Direct	5000'	T-dn	300-1	300-1	200-½
				C-dn.	500-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side crs, 033 Outbnd, 213 Inbnd, 4800' within 10 mi.
Minimum Altitude over facility on final approach crs, 4300'
Crs and distance, facility to airport, 213-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi, climb to 5000' on R-213 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hobbs, N M	Lea County 3659'	BVOR HOB	1, Amdt 5 28 May 54	4 27 May 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int R-307 LNY & R-050 to HNL (Kaneohe Int)	HNL-VOR	Direct	6000	*T-dn	400-1	400-1	400-1
				C-dn	500-1	500-1	#500-1½
Int SE crs Port Allen LFR & R-168 HNL (Southgate Int)	HNL-VOR	Direct	5000	S-dn-8	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
Int SE crs Port Allen LFR & R-235 HNL (Makai Int)	HNL-VOR	Direct	2000				
Barbers Point FM	HNL-VOR (Final)	Direct	1000				
Honolulu LFR	HNL-VOR	Direct	2000				

* All take-offs to NW (32) will be restricted to 600-2, with left hand turn recommended.
# Landings on runway 14 restricted to 600-2

Procedure turn S side of crs, 235 Outbnd, 055 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 078-4.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 mi, climb to 2000' on R-168 and proceed to Southgate Int. (Int SE crs Port Allen LFR & R-168 HNL VOR.)
AIR CARRIER NOTE: Sliding scale not authorized.
Major Changes: Increase Minima for straight-in approaches. Increase circling minima 65K or less.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Honolulu, Hawaii	Honolulu International 10'	BVOR HNL	1, Amdt 6 8 Oct 55	5 18 Jun 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	300-1
				C-d	900-1	900-1	900-1½
				C-n	900-2	900-2	900-2
				A-dn	900-2	900-2	900-2

Procedure turn E side of crs, 156 Outbnd, 336 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 037-8.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.4 mi, climb to 3500' on crs R-043 within 20 mi..
CAUTION: 600' hills N & NE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hoquiam, Wash	Bowerman 14'	BVOR HQM	1, Orig 24 Sep 55	None

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Houlton LFR	HUL-VOR	Direct	2000	T-dn	500-1	500-1	500-1
				C-d	700-1	700-1	700-1½
				C-n	700-1½	700-1½	800-2
				S-dn-5	700-1	700-1	700-1
				A-dn	1000-2	1000-2	1000-2

Procedure turn E side of crs, 219 Outbnd, 039 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 039-4.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 mi, climb to 2000' on R-039 crs Houlton VOR, then make a left turn & return to the Houlton VOR at 2500'.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houlton, Me	Municipal 493'	BVOR HUL	1, Orig 16 Jul 55	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
HOU-LFR	HOU-VOR	Direct	1200	T-dn	300-1	300-1	200-½
Fairbanks Int	Houston FM (Final)	Direct	1500	C-dn	400-1	500-1	500-1½
Radar terminal maneuvering altitude all directions	HOU-VOR	Within 20 mi	2200	S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 306 Outbnd, 126 Inbnd, 1800' within 10 mi of HOU FM.
Minimum Altitude over facility on final approach crs, HOU FM 1500*
* If Houston FM not identified on final, descent below 1500 NA.
Crs and distance, facility to airport, from HOU FM 126-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi of HOU FM, climb to 1700 on R-134 within 15 mi.
Major Changes: Raise radar terminal area maneuvering and missed approach altitudes.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houston, Tex	International 50'	BVOR	HOU	1, Amdt 2 20 Apr 56	1 22 Oct 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	800-1½	900-1½	900-2
				S-dn	700-1	700-1	700-1
				A-dn	1000-2	1000-2	1000-2

Procedure turn W side of crs, 338 Outbnd, 158 Inbnd, 2500' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000 VOR; Factory Int # 1400*
Crs and distance, facility to airport, 156-6.0 from VOR; 156-3.9 from Factory Int#*
Factory Int: HSV R-158, HUA R-030 or 256 bearing to HUA Rbn.
* If Factory Int not received, descent below 1400 NA and straight-in landing minima are 800'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.0 miles of HSV VOR climb to 3500 on R-158 within 20 miles.
Major Changes: Lowers minima. Removes approach control restriction. Changes let-down radial due runway extension.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Huntsville, Ala	Huntsville 619'	VOR	HSV	1, Amdt 4 29 Dec 56	3 6 Aug 55
		VOR	HUA		
		Rbn	HUA		

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Huron LFR	HON-VOR	Direct	2400	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 304 Outbnd, 124 Inbnd, 2400' within 10 mi.
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 124-4.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.5 mi, climb to 2800' on crs R-124 within 20 mi HON VOR.
CAUTION: Radio tower 1484' MSL 1¼ mi S of airport.
Major Changes: Distances revised. Caution note added.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Huron, S D	W W Howes 1287'	BVOR	HON	1, Amdt 4 17 Dec 55	3 26 May 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Hutchinson LFR	HUT-VOR	Direct	2700	T-dn	300-1	300-1	200-½
North Fork Rbn	HUT-VOR	Direct	2700	C-dn	500-1	500-1	500-1½
				S-dn-3	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 212 Outbnd, 032 Inbnd, 2700' within 10 mi. (nonstandard to avoid Hutchinson NAS traffi
Minimum Altitude over facility on final approach crs, 2200'
Crs and distance, facility to airport, 032-5.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 mi, climb to 2800' on R-015 within 20 mi.
CAUTION: 2340 MSL TV tower located 3.5 mi E of airport. Aircraft taking off to N, S, NE, SE, climb to 2800' prior to proceeding toward TV tower.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hutchinson, Kans	Hutchinson 1542'	BVOR	HUT	1, Amdt 5 9 Jul 54	4 25 Nov 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
El Centro LFR	ELC-VOR	Direct	1100	T-dn	300-1	300-1	
				C-dn	700-1	700-1	
				S-dn-32	600-1	600-1	
				A-dn	800-2	800-2	

Procedure turn N side of crs, 074° Outbnd, 254° Inbnd, 1100' within 10 miles.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 315°-5.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 miles, climb to 2000' on R-336 within 15 miles.
NOTE: To avoid flight over Mexico, outbound and inbound courses of procedure turn are not aligned with course from facility to field.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Imperial, Calif	County 58'	BVOR ELC	1, Orig 2 Feb 57	None

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1		
				C-d	700-1		
				C-n	700-2		
				A-dn	800-2		

Procedure turn N side of crs, 087 Outbnd, 267 Inbnd, 4300' within 10 miles
Minimum Altitude over facility on final approach crs, 4000'
Crs and distance, facility to airport, 267-5.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . .
within 5.3 miles, climb to 4500' on crs of 267° within 20 miles
CAUTION: Sod field. 3500' m.s.l. grain elevator 0.5 miles W of airport.
NOTE: Air carrier use not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Imperial, Neb	Imperial 3276'	BVOR IML	1, Amdt 1, 1 Aug 54	1725 16 Jul 52

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Indianapolis LFR	IND-VOR	direct	2000	T-dn	300-1	300-1	200-½
Int NW crs Ind-LFR and Ind R-321 VOR	IND-VOR (Final)	direct	1600	C-dn	400-1	500-1	500-1½
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 321 Outbnd, 141 Inbnd, 2100 within 10 miles
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 141-6.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.0 miles, climb to 2100 on R-136° within 20 miles, or as directed by ATC as follows: 1) Climb to 2900 on E crs IND-LFR and proceed to Greenfield Int. 2) Climb to 2200' on S crs of IND-LFR within 20 miles.
8) Climb on SW crs ILS to 1900' proceed to LOM.
Major Changes: Revises missed approach. Deletes transition. Revises crs and distance.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Indianapolis, Ind	Weir Cook Municipal 796'	BVOR IND	1, Amdt 3 9 Jul 1955	2 20 Apr 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Jackson LFR	JAN-VOR	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1
				S-dn-16R	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 336 Outbnd, 156 Inbnd, 1700' within 10 miles
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 156-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, climb to 2000 on 156 within 20 miles
NOTE: Tower 1049' MSL located 3.5 miles SW of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Jackson, Miss	Hawkins Airport 343'	BVOR JAN	1, Amdt 6 14 Jun 1954	5 30 Jan 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
JAX LFR	JAX-VOR	direct	1200	T-dn	300-1	300-1	300-1
Radar terminal area transition altitude	JAX-VOR	within 25 mi	1500	C-dn	600-2	600-2	600-2
				A-dn			

Radar control must provide 3 mile separation from Restricted Area R-161.

Procedure turn N side crs, 068 Outbnd, 248 Inbnd, 1100 within 10 miles
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 158-6.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 1300 on R 248 within 15 mi * or if directed by ATC, climb to 1300 on R 272 within 20 miles
*Restricted Area R-161 15 miles SW of JAX VOR
NOTE: If unable to maintain visual reference after passing facility, climb to 1300 on R 160 and contact JAX approach control immediately. NA for Air Carriers. No weather or communications service at airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Jacksonville, Fla	Craig 41'	BVOR	JAX	1, Orig	7 Jan 1956	None	

Jacksonville LFR	JAX-VOR	direct	1200	T-dn	300-1	300-1	200-½
Radar terminal area transition altitude	JAX-VOR	within 25 mi	1500	C-dn	400-1	500-1	500-1½
				S-dn-23	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar Control must provide 3 mi separation from Restricted Area R-161.

Procedure turn, N side of crs, 068 Outbnd, 248 Inbnd, 1100 within 10 miles
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 248-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 1300 on R 248 within 15 mi of JAX VOR or if directed by ATC, climb to 1300 on R 272 within 20 miles *.
*Restricted Area 161 located 15 mi SW of JAX VOR
CAUTION: 200' tank between VOR and Airport.
Major Changes: Reduce straight-in ceiling minima. Add radar transition.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Jacksonville, Fla	Imeson 52'	BVOR	JAX	1, Amdt 6	2 Jul 1955	5	2 Feb 54

Jamestown LFR	JMS-VOR	direct	2800	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				S-d	400-1	500-1	500-1½
				S-n	400-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 180 Outbnd, 360 Inbnd, 2800 within 10 miles
Minimum Altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 360-4.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.5 miles, climb to 2800 on R 360° within 10 miles of JMS-VOR
Major Changes: Revises distances and altitudes

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Jamestown, N Dak	Municipal 1498'	BVOR	JMS	1, Amdt 2	10 Mar 1956	1	10 Jul 54

Rockford LFR	JVL-VOR	direct	2000	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-2	500-2	500-2
				S-d-4	400-1	400-1	400-1
				S-n-4	400-2	400-2	400-2
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 212 Outbnd, 032 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 034-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, climb to 2100 on R 032 within 20 miles
CAUTION: Radio Tower 1100 MSL 2.7 miles N of airport
NOTE: No control zone established. VHF communications with Rockford radio not available below 1400 MSL.
Major Changes: Straight-in runway number revised. Revises night minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Janesville, Wisc	Rock County 807'	BVORW	JVL	1, Amdt 1	25 Feb 1956	Orig	14 Jan 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Joliet LFR	JOT-VOR	direct	1800	T-dn	300-1	300-1	
				C-dn	600-1	600-1	
				S-dn-12	400-1	400-1	
				A-dn	NA	NA	NA

Procedure turn W side of crs, 329 Outbnd, 149 Inbnd, 1800 within 10 miles
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 149-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.3 miles, make right turn, climbing to 2000', proceed to Joliet VOR. Hold at VOR on R-149 until further clearance received.
NOTE: No approved weather reporting services
AIR CARRIER NOTE: Not authorized for more than 2-eng aircraft
Major Changes: Distances revised. Straight-in runway designated. Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Joliet, Ill	Joliet 580'	BVOR JOT	1, Amdt 1 17 Dec 1955	Orig 6 Aug 55

Junction RBN	JCT-VOR	direct	3300	T-d	500-2		
				C-d	800-2		
				A-d	800-2		

Procedure turn W side crs, 320 Outbnd, 140 Inbnd, 3600 within 10 miles. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 3100'
Crs and distance, facility to airport, 140-5.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.7 miles, climb to 3600 on R 140 within 20 miles
Major Changes: Raise circling minimums, due to obstructions

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Junction, Texas	Kimble County 1729'	BVOR JCT	1, Amdt 2 30 Apr 1955	1 12 Feb 55

Rainbow Int	MAU-VOR (Final)	direct	3000	T-d	500-1	500-1	500-1
				T-n	600-2	600-2	600-2
				C-d	700-1	700-1	700-1½
				C-n	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 180 Outbnd, 360 Inbnd, 4000 within 10 miles. Beyond 10 miles NA acct danger area to S.
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 354-6.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 6.9 miles, climb to 3000 on R-354 within 20 miles of VOR then reverse crs continue climb to 5000', Proceeding to Pineapple Int via Maui R-225. Hold 2 minutes W of Pineapple Int on N side of R-100 Lanai VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Kahului, Maui Hawaii	Kahului 59'	BVOR MAU	1, Amdt 1 1 Dec 1953	Orig 19 Jan 53

Kansas City LFR	MKC-VOR	direct	2500	*T-dn	**300-1	**300-1	#300-1
Radar transition as directed by ATC: S & E Quadrants of MKC-LFR	MKC-VOR	within 25 mi	3000	C-dn	500-1½	700-1½	700-1½
				A-dn	800-2	800-2	800-2
S & E Quadrants of MKC-LFR with 3 mi separation from 2049' Tower 4.5 mi SSE and 1949' Tower 6.2 mi SE of airport	MKC-VOR	within 25 mi	2500				
N & W Quadrants MKC-LFR	MKC-VOR	within 25 mi	2500				

*Take-offs to S or SW when weather is below 1000-3 will intercept a 210° ADF Brng from ILS MM or R-185 MKC VOR as soon as practicable. After take-off, maintain crs of 210° until reaching 2500' prior to making left turn due to 2049' MSL TV Tower 4 mi SSE of airport. When KMBC TV Tower not visible (5 mi SE airport) on N, NE, E & SE take-offs, climb to 2500' MSL on 090° ADF crs from MKC-LFR prior to turning towards tower.
AIR CARRIER NOTES: ** No reduction in 2-engine take-off minimums authorized when ILS is inoperative except on Runway 31. #200-½ authorized on Runway 3 only.

Procedure turn W side of crs, 357 Outbnd, 177 Inbnd, 2500 within 10 miles (NA beyond 10 miles due to traffic)
Minimum Altitude over facility on final approach crs, over VOR 1900'; over Int NE crs MKC-LFR & R-177 MKC-VOR 1500'
Crs and distance, facility to airport, from VOR 177-7.5; from Int NE crs MKC-LFR & R-177° MKC-VOR 177-1.0

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Kansas City, Kans	Fairfax 746'	BVOR MKC	1, Orig 28 May 55	None

(Panel 1)(See Panel 2)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Kansas City, Kans Fairfax	(continued from Panel 1)						

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.5 miles, turn right immediately, climb to 2500' and intercept 310° ADF Brng to Farley RBN, then proceed to and hold at Farley RBN, or when directed by ATC, turn right immediately, climb to 2400' on SW crs MKC-LFR within 20 miles.
CAUTION: Obstruction 1423' MSL 2½ Mi SE of airport, 1949' TV Tower 5 mi SE airport. Cracking plant 911' MSL & stack 853' MSL 0.5 mi ESE approach end runway 35. TV Tower 2049' MSL 4 mi SSE airport.
NOTE: Radar transition altitudes based on distance from Radar site. This procedure authorized only for aircraft equipped to receive VOR & LFR simultaneously.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Kansas City, Kans	Fairfax 746'	BVOR MKC	1, Orig 28 May 1955	None

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From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Kansas City LFR	MKC-VOR	direct	2500	*T-dn	**300-1	**300-1	#300-1
Radar Transitions as directed by ATC: S & E quadrants of MKC LFR	MKC-VOR	within 25 mi	3000	C-dn	1000-3	1000-3	1000-3
				S-dn-18	1000-3	1000-3	1000-3
				A-dn	1000-3	1000-3	1000-3
S & E Quadrants of MKC LFR with 3 mi separation from 2049' Tower 2.9 mi S and 1949' Tower 5.0 miles SE of airport	MKC-VOR	within 25 mi	2500	#200-½ authorized on Runways 35 and 36 only.			
N & W Quadrants MKC LFR	MKC-VOR	within 25 mi	2500				

*Take-offs to S or SW when weather is below 1000-3 will intercept a 210 ADF Brng from ILS MM or R-185 MKC VOR as soon as practicable. After take-offs maintain crs of 210° until reaching 2500 prior to making left turn due to 2049' TV Tower 2.9 mi S of airport. When KMBC-TV Tower not visible (5 mi SE airport) on N or NE take-off, climb to 2500' MSL on 090° ADF crs from MKC LFR prior to turning towards tower.
AIR CARRIER NOTE: **No reduction in 2-engine take-off minimums authorized except on Runways 35 & 36
Procedure turn W side of crs, 351 Outbnd, 171 Inbnd, 2500' within 10 mi (NA beyond 10 mi due to traffic)
Minimum Altitude over facility on final approach crs, 2500'- Crs and distance, facility to airport, 171-8.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.7 miles, turn right immediately, climb to 2400' on R-210 MKC-VOR within 20 miles
CAUTION: Grain elevators 903' MSL and railroad floodlights 857' MSL 2-3 Mi NNE of Runway 18 - Cracking plant and stack 853' MSL 0.5 mi WNW of airport, congested buildings 1423' MSL 1 mi SE of airport, TV Tower 2049' MSL 2.5 mi S of airport, and 1946' TV tower 4 mi SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Kansas City, Mo	Municipal 758'	BVOR MKC	1, Amdt 4 23 Apr 1955	3 5 Apr 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Key West LFR	**EYW-VOR**	**direct**	**1300**	T-d	300-1	300-1	200-½
				C-d	500-1	500-1	500-2
				A-d	800-2	800-2	800-2

Procedure turn W side crs, 315 Outbnd, 135 Inbnd, 1300 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 135-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9, climb to 1100 on R-135 within 20 miles
NOTE: Night operations NA.
Major Changes: Authorizes carrier use. Corrects bearings and distances.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Key West, Fla	**International 4'**	**BVOR EYW**	**1, Amdt 4 7 Jan 1956**	**3 4 Apr 54**

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1		
				C-d	400-1		
				C-n	400-1½		
				A-dn	800-2		

Procedure turn W side of crs, 309 Outbnd, 129 Inbnd, 2100' within 10 mi.
Minimum altitude over faciltiy on final approach crs, 1600'.
Crs and distance, facility to airport, 129-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi, climb to 2100' on R-129 within 20 mi.
NOTE: Airport suitable for aircraft with stall speeds of 65K or less only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Kirksville, Mo	Kirksville 970'	BVOR IRK	1, Amdt 1 26 Dec 56	Form 1725 24 Jun 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int E crs MFR LFR and R-351				T-dn	1500-1	1500-1	1500-1
LMT VOR	LMT-VOR	direct	9000	C-d	1800-1	1800-1	1800-1½
Klamath Falls LFR	LMT-VOR	direct	8000	C-n	1800-2	1800-2	1800-2
Klamath Falls LFR	LMT-VOR (Final)	direct	5900	A-dn	1800-2	1800-2	1800-2

Procedure turn E side crs, 152 Outbnd, 332 Inbnd, 8000 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 5900'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn left and climb to 9000' on R-161 within 10 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated	
Klamath Falls, Oreg	Klamath Falls 4088'	BVOR	LMT	1, Amdt 2 12 Feb 1955	1	17 Dec 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Piedmont FM	TYS-VOR	Direct	2400	T-dn	300-1	300-1	200-½
Piedmont FM#	TYS-VOR (Final)	Direct	1900	C-d	500-1	500-1	500-1½
Knoxville LFR	TYS-VOR	Direct	2400	C-n	500-1½	500-1½	500-1½
				S-d	500-1	500-1	500-1
				S-n-22R	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Maintain 2400' until 6 mi past Piedmont FM.

Procedure turn N side of crs, 069 Outbnd, 249 Inbnd, 2500' within 10 mi.
Minimum Altitude over facility on final approach crs, 1900' over VOR; 1600' over Rockford Fix *
* Rockford Fix: Int final approach crs, 221 and 270 brng to LFR. Descent below 1600' not authorized unless 90 brng from LFR received.
Crs and distance, facility to airport, from VOR 221-6.9; from Rockford Fix 221-3.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.9 mi after passing BVOR climb to 3000' on R-249 within 20 mi.
Major Changes: Lowers procedure turn to 2500'. Changes final approach Radial from 63 to 69 to align with V-16.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated	
Knoxville, Tenn	McGhee-Tyson 989'	BVOR	TYS	1, Amdt 3 19 May 56	2	12 Nov 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
LaCrosse LFR	LSE-VOR	direct	2400	T-d	*400-1	*400-1	#400-1
				T-n	*400-1½	*400-1½	#400-1½
				C-d	900-1½	900-1½	900-1½
				C-n	900-2	900-2	900-2
				S-d-31	900-1½	900-1½	900-1½
				S-n-31	900-2	900-2	900-2
				A-dn	900-2	900-2	900-2

NOTE: *300-1 take-off authorized on Runways 31, 35 & 17. #200-½ take-off authorized on Runways 31, 35 & 17.

Procedure turn E side of crs, 143 Outbnd, 323 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 323-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 mi, climb to 2600' on R-322 of LaCrosse VOR within 20 miles
CAUTION: 950' MSL tower 2 mi SE of airport. 1227' bluffs & 1440' tower atop bluffs 3 & 4 mi SE respectively of airport. 1273' MSL tower 4.0 WSW of airport & 1440' MSL tower atop bluffs W of airport.
Major Changes: Landing minimums raised. Missed approach revised. Take-off minimums lowered.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated	
LaCrosse, Wisc	Municipal 653'	BVOR	LSE	1, Amdt 2 7 Jul 1956	1	1 Jul 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
LaCrosse LFR	LSE-VOR	direct	2400	T-d	*400-1	*400-1	#400-1
				T-n	*400-1½	*400-1½	#400-1½
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-d-13	400-1½	400-1½	400-1½
				S-n-13	400-2	400-2	400-2
				A-dn	800-2	800-2	800-2

NOTE: *300-1 take-off authorized on Runways 31, 35 and 17. #200-½ take-off authorized on Runways 31,35 and 17.

Procedure turn W side of crs, 321 Outbnd, 141 Inbnd, 2400 within 10 miles of LSE LFR
Minimum Altitude over facility on final approach crs, LSE LFR 1900'
Crs and distance, facility to airport, 141-4.3 from LSE LFR
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi of LSE LFR, make climbing right turn, climbing outbnd on R-321 to 2500 before returning to LSE-VOR; or, if directed by ATC, hold at LFR and a point 2 minutes NW on 321R LSE-VOR.
CAUTION: 950' MSL tower 2 mi SE of airport. 1227' bluffs & 1440' tower atop bluffs 3 & 4 mi SE respectively of airport 1273' MSL tower 4.0 WSW of airport & 1440' MSL tower atop bluffs W of airport.
Major Changes: Transition added. Missed approach revised. Take-off minimums lowered.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
LaCrosse,Wisc	Municipal 653'	BVOR LSE	2, Amdt 1 7 Jul 1956	Orig 27 Aug 55

Lafayette MH	LFT-VOR	direct	1200	T-dn	300-1	300-1	200-½
				*C-dn	400-1	500-1	500-1½
				S-dn-1	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*500-1 required for take-offs on Runway 28

Procedure turn E side of crs, 165 Outbnd, 345 Inbnd, 1200 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 345-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 miles, climb to 1300 on R 360 within 20 miles
CAUTION: 494' TV Tower 3.0 miles WNW airport.
Major Changes: Remove night restrictions. Revise take-off restriction Runway 28. Revise missed approach crs. Add Caution Note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lafayette, La	Lafayette 41'	BVOR LFT	1, Amdt 2 1 Sep 1956	1 12 Feb 55

				T-dn	300-1		
				C-d	500-1		
				C-n	500-1½		
				A-dn	800-2		

Procedure turn E side of crs, 158 Oubnd, 338 Inbnd, 2200 within 10 miles
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 338-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles, climb to 2300 on R 338 within 20 miles
AIR CARRIER NOTE: Air carrier use not authorized.
CAUTION: Sod Field

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lamoni, Iowa	Lamoni 1163'	BVOR LMN	1, Amdt 1 1 Aug 1954	1725 7 Feb 52

				T-d	800-2	800-2	
				C-d	1200-2	1200-2	
				A-d	1200-2	1200-2	

Procedure turn *N side of crs, 270 Outbnd, 090 Inbnd, 3000' within 10 miles
*Warning area 5 miles S of crs.
Minimum Altitude over facility on final approach crs, #2500'
Crs and distance, facility to airport, 305-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
#1.5 miles before reaching VOR Station, climb to 5000' on R-100 within 15 miles, or when directed by ATC, make right turn and climb to 5000 on R-287 within 20 miles.
CAUTION: High terrain 5 miles NE of airport.
NOTE: No lighting facilities at this airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lanai City,Hawaii	Lanai 1315'	BVOR LNY	1, Amdt 1 1 Dec 1953	Orig 26 Jan 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Lansing LFR	LAN-VOR	direct	2200	T-dn	300-1	300-1	*200-½
				C-dn	400-1	500-1	500-1½
				S-dn-6	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 required on SE-NW Runway.

Procedure turn S side of crs, 234 Outbnd, 054 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 054-5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 miles, climb to 2000' within 20 miles, or when directed by ATC: (1) make right turn, climbing to 2900', proceed to LAN LFR.
Major Changes: Altitudes and distances revised. Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lansing, Mich	Capital City 858'	BVOR LAN	1, Amdt 3 15 Oct 1955	2 21 Jan 54

Lansing LFR	LAN-VOR	direct	2200	T-dn	300-1	300-1	*200-½
				C-dn	500-1	500-1	500-1½
				S-dn-24	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 054 Outbnd, 234 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400' over Int*
Crs and distance, facility to airport, Int** to airport 234°-2.1 miles
*300-1 required on SE-NW Runway.
**Int - Intersection R 054 LAN VOR and NW crs LAN LFR.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 miles, climb to 2200' proceed to Lansing VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lansing, Mich	Capital City 858'	BVOR LAN	2, Orig 5 Nov 1955	None

Laramie LFR	LAR-VOR	direct	8500	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½.
				C-N	400-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 317 Outbnd, 137 Inbnd, 8500 within 25 miles (Non-standard due to terrain).
Minimum Altitude over facility on final approach crs, 8000'
Crs and distance, facility to airport, 108-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 11,500' R-137 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Laramie, Wyo	Brees Field 7273'	BVOR LAR	1, Amdt 4 15 Feb 1954	3 1 Feb 52

Goodsprings HW	LAS-VOR	direct	7500	T-dn	800-2	800-2	800-2
Las Vegas LFR	LAS-VOR	direct	5100	C-dn*	1000-1	1000-1	1000-1½
Las Vegas LFR	LAS-VOR (Final)	direct	3200 *	A-dn *	1000-2	1000-2	1000-2
Kids Int	LAS-VOR	direct	5100				
Erie Int	LAS-VOR	direct	6100				
Boulder City Int	LAS-VOR	direct	6500				

Procedure turn E side crs, 012 Outbnd, 192 Inbnd, 5100 within 15 miles, (within 5 mi LAS LFR). Beyond 15 mi NA.
Minimum Altitude over facility on final approach crs, 3200*
* Descent below 4600' to 3200' MSL and 1000' ceiling minimums authorized only if position over LFR or Z marker positively determined Inbnd on final approach.
Facility at airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn left, climb to 6000' on R-070 within 15 miles.
NOTE: Alternate missed approach, when directed by ARTC, climb to 6100' on R-211 within 10 miles. All turns S of crs.
CAUTION: 4100' terrain 4 miles SE LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Las Vegas, Nev	McCarran 2171'	BVOR LAS	1, Amdt 7 5 Jan 57	6 21 Apr 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Las Vegas LFR	LVS-VOR	direct	9500	T-d	300-1	300-1	300-1
				C-d	500-1	600-1	600-1½
				S-d-2	500-1	500-1	500-1
				A-d	800-2	800-2	800-2

Procedure turn E side 201 Outbnd, 021 Inbnd, 9000 within 10 miles.
Minimum Altitude over facility on final approach crs, 7800'
Crs and distance, facility to airport, 021-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.0 miles, climb to 10000' on R-022 within 15 miles.
NOTE: Not authorized for air carrier use.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Las Vegas, N Mex	Las Vegas 6866'	BVOR LVS	1, Amdt 1 10 Nov 1956	*

*Supersedes Form ACA-1725A, dated 11 Nov 1951.

Fort Sill Int	LAW-VOR	direct	2400	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 167 Outbnd, 347 Inbnd, 2200 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 347-4.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.2 miles, turn left and climb to 2200 on R 186 within 20 miles.
NOTE: Communications and weather service not available to general public. Voice on VOR controlled by Army Tower Post Field 0600 to 2300.
AIR CARRIER NOTE: Procedure authorized only for carriers having approval of communications and weather service at this airport.
Major Changes: Revise initial approaches. Raise min Altitude over facility on final. Correct airport elevation.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lawton, Okla	Municipal 1108'	VOR LAW	1, Amst 2 10 Dec 1954	1 16 Jan 52

Standard FM	LWT-VOR (Final)	direct	5000	T-dn	300-1	300-1	300-1
Lewistown LFR	LWT-VOR	direct	6000	C-dn	700-2	700-2	700-2
				S-dn-rny 7	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn S side crs, 271 Outbnd, 091 Inbnd, 6000' within 10 miles
Minimum Altitude over facility on final approach crs, 5000'
Crs and distance, facility to airport, 072-5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.4 miles, turn right, climb to 6000' on R-271 within 20 miles .

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lewistown, Mont	Lewistown 4209'	BVOR LWT	1, Orig 22 Jan 1955	None

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Lexington BH	LEX-VOR	direct	2300	T-dn	300-1	300-1	200-½
Richmond Int	LEX-VOR	direct	2500	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 124 Outbnd, 304 Inbnd, 2200' within 10 miles
Minimum altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 304-7.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 7.3 miles, climb to 2200' on 304 R within 10 miles, or, when requested by ATC, make climbing left turn and return to Lexington VOR at 2300'.
Major Changes: Procedure turn altitude reduced. Transition added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lexington, Ky	Blue Grass 978'	BVOR LES	1, Amdt 2 17 Dec 1955	1 22 Jan 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				**T-d	500-1	500-1	500-1
				T-n	700-2	700-2	700-2
				C-d	600-1½	600-1½	600-2
				C-n	800-3	800-3	800-3
				A-d	1000-2	1000-2	1000-2
				A-n	1000-3	1000-3	1000-3

**Take-offs on Runway 21 restricted to 600-2.

Procedure turn E side* of crs, 025 Outbnd, 205 Inbnd, 2000' within 10 miles. Beyond 10 miles NA account warning area to NE.
*High terrain to W.
Minimum Altitude over facility on final approach crs, 700'#
Crs and distance, facility to airport, 320-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
#within 3 miles before reaching VOR Station, make left turn, climb to 3000' on R-025 within 12 miles reverse crs climbing to 4000' over VOR Station.
AIR CARRIER NOTE: Sliding scale not applicable to take-offs, runway 21.
Major Changes: Lowers missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lihue, Kauai	Lihue Airport 148'	BVOR LIH	1, Amdt 3 15 Dec 1956	2 1 Dec 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Little Rock LFR	LIT-VOR	direct	1300	T-dn	300-1	300-1	200-½
Keo FM	LIT-VOR (Final)	direct	1000	C-dn	500-1	600-1	600-1½
				S-dn-32	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 134 Outbnd, 314 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 1000'.
Crs and distance, facility to airport, 314-3.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles, turn left, climb to 3200 on R 295 within 20 miles
AIR CARRIER NOTE: Not less than 300-1 authorized for take-off on Runway 18, 33, 36.
Major Changes: Raise missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Little Rock, Ark	Adams 257'	BVOR LIT	1, Amdt 3 7 Jan 1956	2 14 May 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 305 Outbnd, 125 Inbnd, 1600 within 10 miles. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 125-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 1600 on R 125 from LLV-VOR within 20 miles
CAUTION: 644 MSL Radio Tower 5 mi NW of airport. 650 FPM descent required at 120 K.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Longview, Texas	Gregg County 365'	BVOR GGG	1, Amdt 2 22 Apr 1954	1 1 Feb 52

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Los Angeles LFR	LAX-VOR	direct	1500	T-dn	300-1	300-1	200-½
Hollywood Hills FM	LAX-VOR	direct	3000	C-dn	500-1	600-1	600-1½
6 Nautical mi from LAX VOR on R 250 as reported by LAX Radar or by DME fix	LAX-VOR (Final)	direct	600	S-dn-7R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring to final approach crs authorized.

Procedure turn S side of crs, 250 Outbnd, 070 Inbnd, 1500 within 10 miles.
Minimum Altitude over facility on final approach crs, 600'
Crs. and distance, facility to airport, 070-1.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.2 miles, climb to 2000' on E crs LAX LFR or LAX R-074, no further E than Downey FM-RBN
Major Changes: Add Radar vectoring note to transitions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Los Angeles, Calif	International 125'	BVOR LAX	1, Amdt 1 14 Jul 1956	Orig 10 Dec 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	300-1
				C-d	700-1½	700-1½	700-1½
				C-n	700-2	700-2	700-2
				A-dn	1000-2	1000-2	1000-2

Procedure turn E side of crs, 151 Outbnd, 331 Inbnd, 2000' within 10 miles.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 331-8.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.5 miles, climb to 2600 on Outbnd crs of 331 within 10 miles of VOR
Major Changes: Revises visibility minimums for circling.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Louisville, Ky	Bowman 549'	BVOR LOU	1, Amdt 1 14 Apr 1956	Orig 15 Sep 53

Louisville LFR	LOU-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Clermont Int	LOU-VOR	direct	2000	C-dn	600-2	600-2	600-2
Bourbon Int	LOU-VOR	direct	2000	S-dn-29	600-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 120 Outbnd, 300 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 300-8.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.4 miles, climb to 2500 on 300 R within 20 miles, of LOU-VOR. Alternate missed approach, when requested by ATC, make a right climbing turn, return to VOR at 2000'.
Major Changes: Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Louisville, Ky	Standiford Field 497'	BVOR LOU	1, Amdt 2 21 Jan 1956	1 22 Jan 55

R-051 LOL VOR and NW crs LOL LFR	LOL-VOR	direct	9000	T-dn	300-1	300-1	200-½
				C-dn	700-1	800-1	800-1½
Int R-350 LOL VOR and NW crs LOL LFR (Rye Patch Int)	LOL-VOR	direct	10000	A-dn	800-2	800-2	800-2

Procedure turn E side crs, 345 Outbnd, 165 Inbnd, 7500 within 10 miles (NA beyond 10 miles). Non-standard due to terrain.
Minimum Altitude over facility on final approach crs, 5800'
Crs and distance, facility to airport, 221-4.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 miles, turn left immediately and return to LOL VOR on crs of 041 (Inbnd) climbing to 7500' on R-345 within 15 miles. Recross station Southbound at a minimum of 9000'.
Major Changes: Delete initial approach from Desert Peak Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lovelock, Nev	Derby Airport 3903'	BVOR LOL	1, Amdt 2 22 Jan 1955	1 15 Apr 53

Lubbock LFR	LBB-VOR	direct	4500	T-dn	300-1	300-1	200-½
Roundup FM	LBB-VOR (Final)	direct	4000	C-dn	400-1	500-1	500-1½
				S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 291 Outbnd, 111 Inbnd, 4500 within 10 miles. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 4000'
Crs and distance, facility to airport, 111-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 miles, climb to 4500 on R 111 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lubbock, Texas	Lubbock 3256'	BVOR LBB	1, Amdt 3 2 Jul 1955	2 8 Jul 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Lufkin, RBN	LFK-VOR	direct	1600	T-dn	300-1	300-1	
				C-dn	400-1	500-1	
				S-dn-33	400-1	400-1	
				A-dn	800-2	800-2	

Procedure turn E side of crs, 149 Outbnd, 329 Inbnd, 1300 within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 329-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, turn right and climb to 1700 on R 018 within 20 miles.
NOTE: Radio Tower 558' MSL 3 mi ENE of airport. 548' Radio Tower 3 mi SW of airport 3 mi W final approach crs.
Major Changes: Correct Outbnd and Inbnd crs. Corrects crs from Lufkin RBN.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lufkin, Texas	Angelina County 290'	BVOR LFK	1, Amdt 2 1 Jan 1955	1 18 Apr 54

Malad City LFR	MLD-VOR	Direct	10,000	T-d	3500-3	3500-3	3500-3
				C-d	3500-3	3500-3	3500-3
				A-d	3500-3	3500-3	3500-3

Procedure turn S side W crs, 273 Outbnd, 093 Inbnd, 9500' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 9000'
Crs and distance, facility to airport 088-7.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 mi, turn left and climb to 11,000' on R-273 within 20 mi.
CAUTION: High terrain all quadrants.
AIR CARRIER NOTE: Night operations not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Malad City, Idaho	Malad City Int Field 4503'	VORW MLD	1, Amdt 1 6 Aug 55	Orig 27 Jun 52

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-32	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 133 Outbnd, 313 Inbnd, 2500 within 10 miles
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 313-5.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.7 miles, climb to 2500' within 10 miles on Mansfield VOR on R-313
NOTE: 1485' Tower SE of airport.
Major Changes: Reduction in circling minimums. Revised missed approach procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Mansfield, Ohio	Mansfield 1296'	BVOR MFD	1, Amdt 2 21 Jan 1956	1 22 Apr 54

				T-dn	300-1	300-1	200-½
				C-d	500-1	500-1½	500-1½
				C-n	500-1	500-1½	500-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 105 Outbnd, 285 Inbnd, 2600 within 10 miles
Minimum Altitude over facility on final approach crs, 2100'
Crs and distance, facility to airport, 285-6.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.4 miles, climb to 4000 on R-285 within 20 miles of VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Martinsburg, W Va	Martinsburg 556'	BVOR MRB	1, Amdt 1 17 Jun 1954	Orig 1 Jul 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 176 Outbnd, 356 Inbnd, 2200 within 10 miles
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 356-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles, climb to 2800 on 353R Outbnd within 20 miles
CAUTION: Tower 1453' MSL 3.1 miles E of airport. Tower 1580' MSL 4.5 mi W of airport. Tower 1755' MSL 12.5 miles NNE.
Major Changes: Transition deleted. Crs and distances revised. Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Mason City, Iowa	Mason City 1216'	BVOR MCW	1, Amdt 4 28 Jul 1956	3 5 May 54

Malone Int	MSS-VOR	Direct	2500	T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				S-dn-27	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 117 Outbnd, 297 Inbnd, 1700' within 10 miles.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 297-5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 miles, make a climbing right turn to 2000' return to Massena VOR
CAUTION: 598' Tower located approximately 2 mi SW of the airport
Major Changes: Adds transition from Malone Int

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Massena, N Y	Richards Field 205'	BVOR MSS	1, Amdt 4 22 Dec 1956	3 6 May 54

				T-dn	300-2	300-2	300-2
				C-dn	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 168 Outbnd, 348 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 348-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 miles, climb to 2000' on crs of 347 within 25 miles
CAUTION: 1040 MSL Hill 1 mile NW of airport. No control area. Pilots using this facility shall, as soon as practicable, advise facility of their position, altitude, ETA, and intentions, and thereafter determine that adequate separation exists from other reported users of navigational facilities in the area. In instances where other aircraft have previously contacted facility, hold between facility and a point two minutes out on final approach crs at least 1000' above procedure turn altitude and 1000' above previously reported traffic until advised that aircraft making approach has landed. Keep facility advised at all time of changes in altitude and position in order that other aircraft may also receive this information.
AIR CARRIER NOTE: Sliding scale NA, no reduction in minim for local condition or on cargo and ferry flights.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
McAlester, Okla	New Municipal 770'	BVOR MLC	1, Amdt 3 6 Jun 1954	2 2 Jul 53

Medford LFR	MFR-VOR	direct	6000	T-dn	300-1	300-1	300-1
Evans Creek FM	MFR-VOR (Final)	direct	4000	*C-dn	1000-2	1000-2	1000-2
Int W crs MFR LFR and R-215 MFR-VOR (Gold Hill Int)	MFR-VOR	direct	6000	A-dn	1000-2	1000-2	1000-2

*Note landing minimums authorized 500-2 all aircraft, day only, provided top of stratus overcast in Medford Valley is not in excess of 3500 MSL. Aircraft must be on top and shall not descend below 3500' until after passing Medford VOR Inbnd. Alternate minimum: 1000-2

Procedure turn E side of crs, 333 Outbnd, 153 Inbnd, 6000' within 10 miles (non-standard due to terrain).
Minimum Altitude over facility on final approach crs, 4000'
Crs and distance, facility to airport, 145-6.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.6 miles, execute climbing right turn, climb to 6000' on R-333 within 20 miles, all turns E.
Major Changes: Transition added from Gold Hill Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Medford, Oreg	Medford 1330'	BVOR MFR	1, Amdt 3 22 Jan 1955	2 5 Aug 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Memphis LFR	MEM-VOR	direct	1500	T-dn	300-1	300-1	200-½
Radar transition	MEM-VOR	within 25 mi	2300	C-dn	500-1	500-1	500-1½
				S-dn-27	400-1	400-1	400-1
When Radar provides 3 mi separation from TV Towers located 8.0 mi NNE of airport	MEM-VOR	within 25 mi	1700	A-dn	800-2	800-2	800-2
Sector S of ILS localizer	MEM-VOR	within 15 mi	1500				

Procedure turn N side of crs, 107 Outbnd, 287 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 287-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, climb to 1700 on R 287 within 20 miles
AIR CARRIER NOTE: Take-off at less than 200-½ NA on Runway 14-32.
Major Changes: Adds radar vectoring authority. Simplify note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Memphis, Tenn	Municipal 269'	BVOR MEM	1, Amdt 7 14 May 1955	6 13 Jun 54

				T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				S-dn-rny30	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 110 Outbnd, 290 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distances, facility to airport, 290-6.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.3 miles, turn left and climb to 2000 on R-108 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Merced, Calif	Municipal 155'	VORW MER	1, Orig 12 Feb 1955	None

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Meridian LFR	MEI-VOR	Direct	1600	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-d-14	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn S side crs, 309 Outbnd, 129 Inbnd, 1700' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 129-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi turn right, climb to 2000' on R-170 within 20 mi.
NOTE: 300-1 required for take-off Rny 9.
AIR CARRIER NOTE: Take-offs with less than 200-½ NA Runways 5, 23, 14 and 32.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Meridian, Miss	Key Field 297'	BVOR MEI	1, Orig 19 Dec 56	None

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Miami LFR	MIA-VOR	direct	600	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-9R-L*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*Crs and distance to Runway 9-L 077° 3.4 miles

Procedure turn N side crs, 267 Outbnd, 087 Inbnd, 1100 within 10 miles
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 087-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles, climb to 1400 on R 087 within 20 miles
NOTE: Procedure turn non-standard to avoid traffic around Tamiami Airport.
Major Changes: Adds straight-in approach to 9-L. Reduces minima for Non-air carriers.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Miami, Fla	International 9'	BVOR MIA	1, Amdt 6 4 Jun 1955	5 25 Mar 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Midland LFR	MAF-VOR	direct	4200	T-dn	300-1	300-1	*200-½
				C-dn	400-1	500-1	500-1½
				S-dn-16R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*AIR CARRIER NOTE: 300-1 required on Runway 16L and 34R

Procedure turn W side of crs, 360 Outbnd, 180 Inbnd, 4000 within 10 miles. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 3500'
Crs and distance, facility to airport, 180-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 4000 on R 150 within 20 miles
Major Changes: Reduce procedure turn altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Midland, Texas	Air Terminal 2867'	BVOR MAF	1, Amdt 4 16 Jun 1956	3 16 Jul 55

Miles City LFR	MLS-VOR	direct	4300	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				C-n	400-2	500-1½	500-1½
				S-dn-Rny4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side crs, 237 Outbnd, 057 Inbnd, 4300 within 10 miles.
Minimum Altitude over facility on final approach crs, 3500'
Crs and distance, facility to airport, 036-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 miles, climb to 4300' on R-057 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Miles City, Mont	Municipal 2631'	BVOR MLS	1, Orig 8 Jan 1955	None

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				T-d	300-1	300-1	300-1
				T-n	1000-2	1000-2	1000-2
				C-d	1000-2	1000-2	1000-2
				S-d-34	1000-1	1000-1	1000-1
				A-dn	NA	NA	NA

Procedure turn W side crs, 180 Outbnd, 360 Inbnd, 8000 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 6000'
Crs and distance, facility to airport, 346-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 9000' on R-007 within 20 miles
NOTE: Emergency Procedure Only - weather observation 0530 - 2030 only - no field attendant 2030 - 0530.
CAUTION: Terrain 3 miles WNW, 1000' above airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Milford, Utah	CAA Site 45 5040'	VORW MLF	1, Amdt 2 25 Jun 1955	1 19 Nov 53

Mineral Wells RBN	MWL-VOR	direct	2000	T-dn	300-1	300-1	300-1
				C-dn	400-1	500-1	500-1½
				S-dn-31	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 127 Outbnd, 307 Inbnd, 2000 within 10 miles (non-standard due to traffic).
Minimum Altitude over facility to airport, 1500'
Crs and distance, facility to airport, 307-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 2500 on crs of 307 within 20 miles
AIR CARRIER NOTE: Authorized for use as alternate only for more than 2-engine aircraft

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Mineral Wells, Texas	Municipal 964'	BVOR MWL	1, Amdt 2 13 Jan 1954	1 7 Aug 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
MOT LFR	MOT-VOR	direct	2900	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-25	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 061 Outbnd, 241 Inbnd, 2700 within 10 miles
Minimum Altitude over facility on final approach crs, 2200'
Crs and distance, facility to airport, 241-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles, climb to 3400 on R-041 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Minot, N Dak	Port O'Minot 1723'	BVOR MOT	1, Amdt 1 17 Jul 1954	Orig 2 Jul 51

Alberton FM	MSO-VOR (Final)	direct	6200	T-dn	2500-2	2500-2	2500-2
Missoula LFR	MSO-VOR	direct	6200	C-dn	3000-2	3000-2	3000-2
				A-dn	3000-2	3000-2	3000-2

Procedure turn N side crs, 277 Outbnd, 097 Inbnd, 8000 within 10 miles. (Non-standard due to terrain).
Minimum Altitude over facility on final approach crs, 6200'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn right and climb to 9000' on R-276 within 10 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Missoula, Mont	Missoula County 3203'	BVOR MSO	1, Orig 19 Feb 1955	None

Bay Minette HW	MOB-VOR	Direct	1500	T-dn	300-1	300-1	200-½
Brookley HWZ	MOB-VOR	Direct	1600	C-dn	400-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 287 Outbnd, 107 Inbnd, 1400 within 10 miles
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 107-6.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.3 miles, turn left, climb to 1600 on R-064.
CAUTION: 647' TV tower located 4.1 miles ESE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Mobile, Ala.	Bates Field 217'	BVOR MOB	1, Amdt 5 26 Jan 57	4 20 Aug 54

Stockton LFR	MOD-VOR	direct	2000	T-dn	300-1	300-1	200-½
Int S crs Stockton LFR and R-255 MOD VOR	MOD-VOR	direct	2000	C-dn	500-1	600-1	600-1½
				A-dn	1000-2	1000-2	1000-2

Procedure turn N side of crs, 025 Outbnd, 205 Inbnd, 1500' within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 205-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles, climb to 2000' on R-205 within 15 miles.
NOTE: Modesto VOR monitored category three.
Major Changes: Revise final approach crs. Reduce circling minimums for small aircraft. Lower altitude over facility on final.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Modesto, Calif	Municipal 96'	VORW MOD	1, Amdt 3 8 Jan 1955	2 6 May 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Monroe LFR	MLU-VOR	direct	1300	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 212 Outbnd, 032 Inbnd, 1400 within 10 miles. Beyond 10 Miles NA.
Minimum Altitude over facility on final approach crs, 800'
Crs and distances, facility to airport, 032-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, climb to 1400 on R 032 within 10 miles*
*No control area beyond 10 miles
CAUTION: 850' TV antenna located 3.7 miles WNW of airport.
AIR CARRIER NOTE: No reduction in take-off minimums for cargo and ferry flights authorized on Runways 4, 9, 13, 31, and 35.
Major Changes: Transition, distance and direction. Final approach crs corrected. Adds notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Monroe, La	Selman Field 79'	BVOR	MLU	1, Amdt 1 29 Jan 1955	Orig 25 Feb 52

Maxwell LFR	MGM-VOR	direct	1700	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-d-33	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 136 Outbnd, 316 Inbnd, 1700 within 25 miles
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 316-5.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.6 miles, climb to 1700 on R-316 within 20 miles of VOR
NOTE: Night operation Runway 15-33 NA due lack of obstruction and Runway lights.
CAUTION: 695' MSL Tower, 2 miles SE of VOR Station.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Montgomery, Ala	Dannelly Field 219'	BVOR	MGM	1, Amdt 5 13 Jan 1954	4 1 Aug 52

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10 mi DME fix R 158	MGW-VOR (Final)	direct	3000	With DME#			
				T-dn	300-1		
				C-d	600-1		
				C-n	600-2		
				A-dn	800-2		
				Without DME			
				T-dn	300-1		
				C-d	1400-1		
				C-n	1400-2		
				A-dn	1600-3		

*DME MSL Altitudes after passing MGW VOR on final: 1 mile 2700', 2 miles 2500', 3 miles 2300', 4 miles 2100', 5 miles 1900'.

Procedure turn E side of cts, 158 Outbnd, 338 Inbnd, 4000 within 10 mi. Procedure turn need not be accomplished with DME.
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 338-5.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.6 miles, climb to 3000' on R 338 within 10 miles
Major Changes: Corrects distance facility to airport. Correct DME altitudes after passing facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Morgantown, W Va	Morgantown 1256'	VOR	MGW	1, Amdt 2 3 Nov 1956	1 29 Sep 56

Int R-074 OTTO and R-201 LAS Vegas	OTO-VOR	direct	8500	T-dn	300-1		
				C-dn	500-1		
OTO LFR	OTO-VOR	Direct	8500	A-dn	800-2		

Procedure turn N side of crs, 074 Outbnd, 254 Inbnd, 8500 within 10 miles. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 7500'
Crs and distance, facility to airport, 256-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, turn left, climb to 9500' on R-074 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Moriarty, N Mex	Otto 6226'	BVOR	OTO	1, Amdt 1 12 Jul 1954	Orig 29 Sep 50

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Newark LOM	CDW-VOR	direct	2000	T-dn	300-1	300-1	200-½
Paterson MHW	CDW-VOR	direct	2000	C-dn	800-1	800-1	800-1½
Yonkers Int	CDW-VOR	direct	2100	A-dn	800-2	800-2	800-2
Chatnam MHW	CDW-VOR	direct	2000				

Procedure turn E side of crs, 036 Outbnd, 216 Inbnd, 2000 within 10 mi. All turns will be made on E side of crs. High terrain on W side of crs.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 216-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 mi, climb on crs of 216 to 1000'. Make a left climbing turn and return to Caldwell Omni at 2000'.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Morristown, N J	Morristown 187'	BVOR CDW	1, Orig 8 Oct 1955	None

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Muscle Shoals LFR	MSL-VOR	direct	1700	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-29	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side crs, 114 Outbnd, 294 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distances, facility to airport, 294-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 2000' on crs of 294 within 20 miles
CAUTION: Transmission line poles 654' MSL located 1.5 mi E of approach end of Runway 29.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Muscle Shoals, Ala	Muscle Shoals 548'	BVOR MSL	1, Amdt 7 28 Jun 1954	6 1 Feb 52

Muskegon LFR	MKG-VOR	direct	1800	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-32	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 152 Outbnd, 332 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 332-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 miles, climb to 1900' on R-332 within 10 miles
Major Changes: Airport elevation, bearings, distances and missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Muskegon, Mich	Muskegon County 628'	BVOR MKG	1, Amdt 2 26 Nov 1955	1 30 Mar 54

Myrtle Beach RBN	MYR-VOR	direct	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 041 Outbnd, 221 Inbnd, 1200 within 10 miles
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 221-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 miles, climb to 1200 on R-221 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Myrtle Beach, S C	AFB 24'	BVOR MYR	1, Amdt 1 16 Aug 54	Orig 12 Feb 54

Nantucket HHW	ACK-VOR	direct	1300	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-24	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 060 Outbnd, 240 Inbnd, 1300 within 10 miles
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 240-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 miles, climb to 1300 on R-240 within 10 miles of Nantucket BVOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Nantucket, Mass	Memorial 47'	BVOR ACK	1, Orig 20 May 1954	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Nashville LFR	BNA-VOR	direct	1700	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-33	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 121 Outbnd, 301 Inbnd, 2000' within 10 mi
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 301-4.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 miles, climb to 3000' on R-330 within 20 miles
CAUTION: High tension line 137' above field elevation between the VOR station and the airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Nashville, Tenn	Berry Field 606'	BVOR BNA	1, Amdt 5 19 May 1954	4 1 Aug 51

Needles LFR	EED-VOR	direct	4500	T-d	1000-2	1000-2	1000-2
				T-n	1000-3	1000-3	1000-3
				C-d	1000-2	1000-2	1000-2
				C-n	1000-3	1000-3	1000-3
				A-d	1000-2	1000-2	1000-2
				A-n	1000-3	1000-3	1000-3

Procedure turn N side crs, 085 Outbnd, 265 Inbnd, 4500 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 257-7.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 miles, turn right and climb to 7000' on R-322 within 20 miles
SHUTTLE: To 6000' on R-265 within 15 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Needles, Calif	Municipal 990'	BVOR EED	1, Amdt 2 12 Feb 1955	1 6 Aug 54

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side SW crs, 226 Outbnd, 046 Inbnd, 1200 within 10 miles
Minimum Altitude over facility on final approach crs, 500'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 00 miles, turn left, climb to 1200 on R-015 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New Bern, N C	Simmons Nett 18'	VOR EWN	1, Orig 15 Feb 1955	None

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New Orleans LFR	MSY-VOR	direct	1500	T-dn	300-1	300-1	200-½
LaPlace MHW	MSY-VOR	direct	1400	C-dn	500-1	500-1	500-1½
Radar terminal area transition altitude	MSY-VOR	within 25 mi	1500*	S-dn-1	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

*Radar control must provide 3 mi lateral or 1000' vertical separation from 623' and 978' towers 12 mi SE and 15 mi ESE of airport.

Procedure turn S side of crs, 215 Outbnd, 035 Inbnd, 1200 within 10 miles
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 035-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 miles, climb to 1400' on R-035 within 20 miles
CAUTION: 409' WWL Radio Antenna located 2.7 miles N of airport. 452 electric transmission towers 4½ mi SE of airport or 5.0 mi E of VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New Orleans, La	Moisant International 3'	BVOR MSY	1, Amdt 3 10 Sep 1954	2 29 May 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	500-1	500-1	500-1
				C-d	1000-1	1000-1	1000-1½
				C-n	1000-3	1000-3	1000-3
				A-dn	NA	NA	NA

Procedure turn W side of crs, 170 Outbnd, 350 Inbnd, 2700 within 10 miles. NA beyond 10 mi. (Non-standard due to terrain).
Minimum Altitude over facility on final approach crs, 1200'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 4500 on R-002 within 15 miles
CAUTION: 550' Hills 2 to 3 miles E and SE of airport.
NOTE: No Weather reporting facilities. Air carrier use not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Newport,Oreg	Newport 160'	VORW ONP	Orig 12 Nov 1955	None

				T-dn	300-1	300-1	200-½
				C-dn	1200-1	1500-1	1500-1½
				A-dn	1500-2	1500-2	1500-2

Procedure turn S side of crs, 070 Outbnd, 250 Inbnd, 3500 within 10 miles. NA beyond 10 mi. (Non-standard due to terrain).
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport, 250-3.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.1 miles, climb to 3500 on R-250 from OTH-VOR within 15 miles
SHUTTLE on R-250 to 3500' within 15 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
North Bend,Oreg	North Bend 14'	BVOR OTH	1, Amdt 1 2 Jul 1955	Orig 13 May 53

North Platte LFR	LBF-VOR	direct	4200	T-dn	300-1	300-1	200-½*
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

*On Runways 26 and 30, 300-1 required.
Procedure turn E side crs, 196 Outbnd, 016 Inbnd, 4300 within 10 miles
Minimum Altitude over facility on final approach crs, 3800'
Crs and distance, facility to airport, 016-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles, climb to 4500 on R-016 within 20 miles of VOR
CAUTION: 2983' tower (MSL) 2 mi NW of airport and 3270' MSL tower 4½ mi NW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
North Platte, Neb	Lee Bird Field 2779'	BVOR LBF	1, Amdt 5 14 Oct 1953	4 27 Jan 53

Oakland LFR	OAK-VOR	direct	1500	T-dn	300-1	300-1	#200-½
SFO LFR	OAK-VOR	direct	2000	C-dn	500-1	600-1	600-1½
San Francisco GAP MHW	OAK-VOR	direct	2500	A-dn	800-2	800-2	800-2
Bay Point FM	OAK-VOR	direct	3000				
Richmond Int	OAK-VOR	direct	2000				
*Fremont FMHW	OAK-VOR	direct	1500				
Mt. Eden Int (Int of Oakland R-117 and 047° Bearing to HWD RBN)	OAK-VOR (Final)	direct	500				

#300-1 required for take-off Runway 33.
*Do not descend below 3500' until definitely past Fremont FMHW.

Procedure turn S side of crs, 117 Outbnd, 297 Inbnd, 1500 within 7 miles. NA beyond 7 miles. Procedure turn S due to terrain and within 4.34 mi maneuvering side due to traffic.
Minimum Altitude over facility on final approach crs, 500'
Crs and distance, facility to airport, 095-1.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2000' on R-310 from OAK VOR within 15 miles (Richmond Int)
NOTE: This procedure does not meet the obstruction clearance requirements for final approach or on missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oakland,Calif	Metropolitan Oakland International 5'	BVOR OAK	1, Orig 5 Feb 1955	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
OAK LFR	OAK-VOR	direct	1500	T-dn	300-1	300-1	*200-½
SFO LFR	OAK-VOR	direct	2000	C-dn	500-1	600-1½	600-1½
San Francisco GAP MHW	OAK-VOR	direct	2500	S-dn-9L-R	400-1	500-1	500-1
Bay Point FM	OAK-VOR	direct	3000	A-dn	800-2	800-2	800-2
Richmond Int	OAK-VOR	direct	2000				
Fremont FMHW	OAK-VOR	direct	2500				

*300-1 required for take-off on Runway 33.

Procedure turn N side of crs, 275 Outbnd, 095 Inbnd, 1500 within 5 miles. NA beyond 5 miles. (Non-standard due to terrain)
Minimum Altitude over facility on final approach crs, 500'
Crs and distance, facility to airport, 095-1.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.3 miles, turn right and climb to 2000 on R-313 within 13 miles. (Richmond Int)
NOTE: This procedure does not meet the obstruction clearance requirements for missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oakland, Calif	Metropolitan Oakland International ~~Airport~~ 5'	BVOR OAK	2, Orig 5 Feb 1955	None

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From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Huntville FM	OGD-VOR	direct	11000	T-dn	400-1	400-1	400-1
Ogdén LFR	OGD-VOR	direct	11000	C-d	800-2	800-2	800-2
Corine FM-HW	OGB-VOR (Final)	direct	5300	C-n	800-3	800-3	800-3
				A-d	800-2	800-2	800-2
				A-n	800-3	800-3	800-3

Procedure turn W side crs, 328 Outbnd, 148 Inbnd, 7500 within 10 miles
Minimum Altitude over facility on final approach crs, 5300'
Crs and distance, facility to airport 098-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 9000 on Outbnd R-259 within 20 miles of OGD VOR.
SHUTTLE: To 10,000 on R-328 within 20 miles. All turns W of crs.
AIR CARRIER NOTE: Sliding scale NA except landings are authorized down to 1 mi visibility, provided ceiling is unlimited and top of visibility restriction is below 7500' MSL.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ogden, Utah	Municipal 4455'	BVOR OGD	1, Amdt 5 5 Jan 57	4 21 Apr 56

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Huntsville FM	OGD-VOR	direct	11000	T-dn	400-1	400-1	400-1
Ogden LFR	OGD-VOR	direct	11000	C-d	800-2	800-2	800-2
Corinne FM-HW	OGD-VOR	direct	10000	C-n	800-3	800-3	800-3
Layton FM	OGD-VOR (Final)	direct	5300	A-d	800-2	800-2	800-2
				A-n	800-3	800-3	800-3

Procedure turn W side crs, 149 Outbnd, 329 Inbnd, 7500 within 10 miles
Minimum Altitude over facility on final approach crs, 5300'
Crs and distance, facility to airport, 098-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 9000' on R-259 within 20 miles
SHUTTLE: To 10,000 on R-328 within 20 miles. All turns W of crs.
AIR CARRIER NOTE: Sliding scale NA except landings are authorized down to 1 mi visibility, provided ceiling is unlimited and top of visibility restriction is below 7500' MSL.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ogden, Utah	Municipal 4455'	BVOR OGD	2, Amdt 3 5 Jan 57	2 12 Feb 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Oklahoma City LFR	OKC-VOR	direct	2500	T-dn	300-1	300-1	200-½
Radar Transition Altitudes	within 25 mi of OKC LFR & VOR	direct	NE qua 3800 SE qua 2700 SW qua 2800 NW qua 2800	C-dn	500-1	500-1	500-1½
				S-dn-12	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn S side crs, 277 Outbnd, 097 Inbnd, 2500 within 10 mi
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 097-8.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.0 mi, climb to 2700 on R-097 within 10 miles
NOTE: 300-1 required for take-off on Runways 8-26
Major Changes: Add radar vector authority. Limit procedure turn distance. Raise procedure turn altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City, Oklahoma	Will Rogers 1283'	BVOR OKC	1, Amdt 1 24 Sep 1955	Orig 8 Mar 54

Omaha LFR	OMA-VOR	direct	2700	T-dn	300-1	300-1	200-½**
				C-dn	1000-3	1000-3	1000-3
				S-dn-32L & 32R	1000-3	1000-3	1000-3
				A-dn	1000-3	1000-3	1000-3

NOTE: After take-off climb to 2000' MSL prior to proceeding in a westerly direction
**300-1 take-off minimums required except on Runways 14L, 32R, 17L and 35R.
AIR CARRIER NOTE: Reduction in take-off minimums authorized on Runways 14L, 32R, 17L and 35R only.

Procedure turn E side of crs, 129 Outbnd, 309 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport, 309-10.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 10.0 miles, climb to 2700 on crs of 309° Oubnd within 20 miles
CAUTION: Bluff 1339' MSL 1.3 miles E of airport. TV Towers 1739' MSL 4.6 miles WNW and 1705' MSL 2.6 miles SW, stack 1132' MSL 0.7 miles SSE of LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Omaha, Neb	Omaha 982'	BVOR OMA	1, Amdt 2 15 Dec 1956	1, 9 Jul 54

				T-dn	300-1	300-1	200-½
				C-dn	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 123 Outbnd, 303 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 303-6.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.7 miles, climb to 2200 on R 303 within 20 miles of VOR
Major Changes: Airport name revised. Transition deleted. Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ottumwa, Iowa	Ottumwa 845'	BVOR OTM	1, Amdt 3 5 Aug 1954	2 1 Aug 52

Paducah RBN	PUK-VOR	direct	1600	T-dn	300-1	300-1	200-½
Int E crs Advance LFR and crs of 117° to Paducah VOR	PUK-VOR	direct	1600	C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 221 Outbnd, 041 Inbnd, 1600 within 10 miles
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 041-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles, climb to 2000' on R-039 within 20 miles of Paducah VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Paducah, Ky	Barkley 405'	BVOR PUK	1, Amdt 1 29 Jul 1954	Orig 10 Feb 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Palacios LFR	PSX-VOR	direct	1300	T-d	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				S-d- 13	400-1	400-1	400-1
				A-d	800-2	800-2	800-2

Procedure turn W side crs, 299 Outbnd, 119 Inbnd, 1300 within 10 miles. Beyond 10 mi not authorized.
Minimum Altitude over facility on final approach crs, 800
Crs and distance, facility to airport, 119-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles, climb to 1200' on R-119 within 15 miles.
NOTE: Night operations not authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Palacios, Texas	Municipal 13'	BVOR	PSX	1, Amdt 1 15 Jan 1954	Orig 15 May 51

				T-dn	300-1	300-1	200-½
				C-dn	600-1	700-1	700-1½
				S-dn-21	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 032 Outbnd, 212 Inbnd, 2500 within 10 miles
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 212-5.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.9 miles, climb to 2500' on R-212 within 20 miles of VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Parkersburg, W Va	Wood County 856'	BVOR	PKB	1, Amdt 1 29 May 1954	Orig 15 Feb 53

				T-dn	300-1	300-1	300-1
				C-d	1200-1	1200-1	1200-1½
				C-n	1200-2	1200-2	1200-2
				A-d	1200-2	1200-2	1200-2
				A-n	1200-3	1200-3	1200-3

Procedure turn E side crs, 130 Outbnd, 310 Inbnd, 3000 within 10 miles
Minimum Altitude over facility on final approach crs, 2000'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 5000' on R-319 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Paso Robles, Calif	County 835'	BVOR	PRB	1, Amdt 1 8 Jan 1955	Orig 2 Sep 52

Pendleton LFR	PDT-VOR	direct	4000	T-dn	300-1	300-1	200-½
Pendleton LOM	PDT-VOR	direct	4000	C-dn	500-1	500-1	500-1½
Int S crs Walla Walla LFR and	PDT-VOR	direct	4000	S-dn-7	400-1	400-1	400-1
R-061 Pendleton VOR				A-dn	800-2	800-2	800-2
Cabbage Hill FM	PDT-VOR	direct	4800				

Procedure turn N side W crs, 251 Outbnd, 071 Inbnd, 3500 within 10 miles. (Non-standard due to terrain).
Minimum Altitude over facility on final approach crs, 2600'
Crs and distance, facility to airport, 071-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, make left turn climbing to 4000' on R-234 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pendleton, Oreg	Pendleton 1493'	BVOR	PDT	1, Amdt 2 22 Jan 1955	1 23 Dec 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Peoria LFR	PIA-VOR	direct	2000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 278 Outbnd, 098 Inbnd, 2000 within 10 miles.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 098-4.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 miles, make right turn climbing to 2300'. Return to Peoria VOR, or when directed by ATC: (1)
make left turn climbing to 2300'. Proceed to PIA LFR.
CAUTION: Unlighted high tension towers between facility and airport.
Major Changes: Missed approach altitudes raised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Peoria, Ill	Greater Peoria 659'	BVOR PIA	1, Amdt 1 16 Jun 1956	Orig 19 Nov 55

Peoria LFR	River Int*	direct	2300	T-dn	300-1	300-1	200-½
Int.214-R Pontiac VOR & 101-R	River Int*	direct	2300	C-dn	400-1	500-1	500-1½
PIA VOR				S-dn-30	400-1	400-1	500-1½
Peoria VOR	River Int*	direct	2300	A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 101 Outbnd, 281 Inbnd, 2300 within 10 miles of River Int*
Minimum Altitude over facility on final approach crs, 1800 over River Int*
Crs and distance, facility to airport, River Int* to Runway 30, 281-3.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, after passing River Int*, climb to 2000' proceeding to PIA VOR
*River Int, 101-R PIA VOR & 312° bearing to PIA LFR
NOTE: Procedure authorized only when aircraft equipped to receive ADF and VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Peoria, Ill	Greater Peoria 659'	VOR-ADF	2, Orig 9 Jun 1956	None

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				T-dn	300-1		
				C-d	700-1		
				C-n	700-2		
				A-dn	800-2		

Procedure turn S side of crs 265 Outbnd, 085 Inbnd, 3600' within 10 mi.
Minimum altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 090-2.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 mi, climb to 3400' on R-059 within 20 mi.
NOTE: Airport suitable for aircraft with stall speeds of 65K or less only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Philip, S D	Philip 2210'	BVOR PHP	1, Amdt 1 26 Dec 56	Form 1725 28 Apr 53

Philipsburg LFR	PSB-VOR	direct	4000	T-dn	500-1	500-1	
				C-d	800-1	800-1	
				C-n	800-2	800-2	
				A-dn	1000-2	1000-2	

Procedure turn N side of crs, 073 Outbnd, 253 Inbnd, 3500' within 10 miles
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 253-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 miles, climb to 4000' R-253 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Philipsburg, Pa	Municipal 1933'	BVOR PSB	1, Orig 15 Feb 1951	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Cave Creek Int	PHX-VOR	direct	5000	T-dn	300-1	300-1	200-½
Perryville FM	PHX-VOR	direct	2600	C-dn	500-1	600-1	600-1½
Phoenix LFR	PHX-VOR	direct	2600	A-dn	800-2	800-2	800-2
Thunderbird Int	PHX-VOR	direct	4000				
McDowell Int	PHX-VOR	direct	5000				
Ocotillo Int**	PHX-VOR	direct	4000				

**Ocotillo Int: Int PHX R-146 & HYM R-090

Procedure turn S side crs, 076 Outbnd, 256 Inbnd, 2600 within 10 miles*. 4100' within 15 miles. Beyond 15 miles NA.
*CAUTION: 2970 obstruction 4 mi N of crs, 13 mi E of VOR.
Minimum Altitude over facility on final approach crs, #2100
#Descent below 1900' not authorized until ABEAM of PHX LFR, Inbnd.
Crs and distance, facility to airport, 256-5.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.5 miles, climb to 5000' on R-258 within 20 miles.
CAUTION: Hills and tower 2830' 6 mi SSW of airport
Major Changes: Change minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Phoenix, Ariz	Sky Harbor 1124'	BVOR PHX	1, Amdt 5 29 Dec 1956	4 28 Apr 56

PIR LFR	PIR-VOR	direct	3000	*T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-2
				S-d-25	400-1	500-1	500-1½
				S-n-25	400-1½	500-1½	500-2
				A-dn	800-2	800-2	800-2

*Take-off to NW restricted to 400-1

Procedure turn N side of crs, 075 Outbnd, 255 Inbnd, 3000 within 10 miles
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 255-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.9 miles, climb to 3500 on R-255 of Pierre VOR within 20 miles
Major Changes: Crs, distances and missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pierre, S Dak	Pierre 1742'	SBRAZ PIR	1, Amdt 2 16 Jun 1956	1 17 Jul 54

Int Little Rock R 134 & PBF R-359	PBF-VOR (Final)	direct	800	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
Pine Bluff Rbn	PBF-VOR	direct	1500	S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 359 Outbnd, 179 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 179-3.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.9 miles, climb to 1600 R-179 within 20 miles
Major Changes: Final approach altitude. Procedure turn altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pine Bluff, Ark	Grider Field 205'	BVOR PBF	1, Amdt 2 10 Dec 1954	1 18 Sep 52

Pittsburgh LFR	PIT-VOR	direct	2500	T-dn	300-1	300-1	200-½
Washington Int	PIT-VOR (Final)	direct	2000	C-dn	600-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Radar Transition Altitude (Using Greater Pittsburgh Radar) 3000' within 40 miles of Greater Pittsburgh Airport or MEA when lower.

Procedure turn, S side of crs, 232 Outbnd, 052 Inbnd, 2500 within 10 miles
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 052-6.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 6.4 miles, climb to 3000' on crs of 072 within 10 miles of Pittsburgh VOR
NOTE: Washington Int, Int of Wheeling VOR 110° R and Pittsburgh VOR 232°R. Transition by Pittsburgh Radar authorized to Washington Int.
Major Changes: Straight-in approach authorized. Radar transition authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pittsburgh, Pa	Allegheny County 1252'	BVOR PIT	1, Amdt 2 12 Nov 1955	1 30 Sep 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				*T-dn	300-1	300-1	200-½
				C-dn	600-1½	600-1½	600-½
				A-dn	800-2	800-2	800-2

*300-1 required for take-off Runway 1

Procedure turn N side crs, 048 Outbnd, 228 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 228-8.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.0 miles, make a left climbing turn and return to Plattsburgh VOR at 1500

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Plattsburgh N Y	Municipal 371'	BVOR	PLB	1, Amdt 3 29 Apr 1954	2 1 Feb 53

PIH LFR	PIH-VOR	direct	6500	T-dn	300-1	300-1	200-½
PIH LOM	PIH-VOR	direct	6500	C-d	500-1	600-1	600-1½
				C-n	500-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 250 Outbnd, 070 Inbnd, 6000' within 10 miles. (Non-standard due to terrain.)
Minimum Altitude over facility on final approach crs, 5400'
Crs and distance, facility to airport, 035-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, make left turn, climbing to 6500' on R-234 within 20 miles
NOTE: Alternate missed approach procedure when directed by ATC, within 3.0 miles make left turn to intercept R-335 climbing to 7500 within 20 miles.
CAUTION: High terrain located SE of airport and SW of PIH-VOR
Major Changes: Correct crs and distances. Modify caution note. Change more than 2-eng. Take-off minimums to agree with other procedures.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pocatello, Idaho	Phillips Field 4448'	BVOR	PIH	1, Amdt 2 3 Sep 1955	1 20 Dec 53

Pocatello LFR	PIH-VOR	Direct	7000	T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n	500-2	600-2	600-2
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 027° Outbnd, 207° Inbnd, 7000' within *10 miles of OM. NA beyond 10 mi.
* Make procedure turn after passing PIH - ILS Outer Marker outbnd.
Minimum Altitude over Outer Marker on final approach crs, 5800'
Crs and distance Outer Marker to airport, 213°# - 3.7
After passing outer marker, turn left to intercept R-033 inbnd.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles of PIH Outer Marker proceed to VOR, climbing; continue climb to 6500' on R-234 within 20 mi.
CAUTION: 5000' MSL terrain located 2.6 mi SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pocatello, Ida	Pocatello 4448'	BVOR	PIH	2, Orig 2 Feb 57	None
		LOM	PI		

Ponca City MH	PNC-VOR	direct	2200	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 280 Outbnd, 100 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 100-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, climb to 2500 on crs of 100 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ponca City, Okla	Municipal 1014'	BVOR	PNC	1, Amdt 1 22 Apr 1954	Orig 26 Sep 50

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Sauvies RBN	PDX-VOR	direct	3000	T-dn	300-1	300-1*	*200-½
PDX LFR	PDX-VOR	direct	3000	C-d	600-1	600-1	600-1½
Stevenson FM	PDX-VOR	direct	6000	C-n	600-1	700-1	700-1½
Washougal Int	PDX-VOR	direct	3000	A-dn	800-2	800-2	800-2
Woodland FM	PDX-VOR	direct	3000				
La Center "FM"	PDX-VOR (Final)	direct	2500				
La Center Int	PDX-VOR	direct	2500				

**300-1 required on runways 7-25, 11, 2-20.
All fixes within 25 miles of GCA Station may be determined by surveillance radar.

Procedure turn W side of crs, 332 Outbnd, 152 Inbnd, 3000 within 10 miles. NA beyond 10 miles due to obstructions.
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 161-9.1*
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 9.1* miles, turn right, climbing to 3000' on R-175 within 13 miles.
*Descent below 1000' MSL NA until past PDX-LFR Inbnd. If PDX-LFR not received, maintain 1000' MSL.
CAUTION: VOR not receivable over the airport below 450' MSL.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Portland,Oreg	Portland Int 23'	BVOR PDX	1, Orig 22 Oct 1955	Proc 1(TVOR) 23 Jul 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Prescott LFR	PRC-VOR	direct	7000	T-dn	800-2	800-2	800-2
				C-dn	1000-2	1000-2	1500-2
				A-dn	1000-2	1000-2	1500-2

Procedure turn, E side crs, 325 Outbnd, 145 Inbnd, 7000 within 10 miles
Minimum Altitude over facility on final approach crs, 6500'
Crs and distance, facility to airport, 120-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2 miles, turn left, climb to 8000' on R-325 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Prescott,Ariz	Municipal 5042'	BVOR PRC	1, Amdt 3 12 Jan 57	2 11 June 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int NE crs Bangor LFR & S crs Houlton LFR (Topsfield Int)	PNN-VOR	direct	2500	T-d	300-1	300-1	
				S-d-15	800-2	800-2	
				C-d	800-2	800-2	

Procedure turn W side of crs, 344 Outbnd, 164 Inbnd, 2500 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 164-9.2*
*Descend to authorized landing minimums within 4 miles of facility.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4 miles, make a left climbing turn. Climb to 2500' returning to Princetown VOR and hold within 10 miles on R-344 Princeton VOR
NOTE: No weather reporting service available. Night operations not authorized.
Major Changes: Missed approach changed, to controlled airspace. Weather note added. Alternate minimums deleted.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Princeton, Maine	Municipal 250'	VORW PNN	1, Amdt 2 12 Nov 1955	1 24 Jul 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
PUB LFR	PUB-VOR	direct	6600	T-dn	300-1	300-1	*200-½
COB LOM	PUB-VOR	direct	7000	S-dn-26	400-1	400-1	400-1
				C-d	600-1	600-1	600-1½
				C-n	600-1	600-2	600-2
				A-dn	800-2	800-2	800-2

*300-1 required for runways 26 and 35.

Procedure turn N side of crs, 077 Outbnd, 257 Inbnd, 6200 within 10 miles
Minimum Altitude over facility on final approach crs, 5400'
Crs and distance, facility to airport, 257-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, make left climbing turn to 100 mag. hdg., intercept R-131 PUB VOR climbing to 6000' Outbnd on R-131 within 20 miles.
NOTE: Alternate missed approach when directed by ATC, make left climbing turn, return to PUB VOR, continue climb to 6500' on R-350 within 20 miles.
Major Changes: Brngs and distances changed due to revised location of facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pueblo,Colo	Pueblo Memorial 4725'	BVOR PUB	1, Amdt 1 24 Mar 1956	Orig 7 Jan 56

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Quincy RBN	UIN-VOR	direct	1900	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-3	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 209 Outbnd, 029 Inbnd, 1900 within 25 miles
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 029-6.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.4 mi, climb to 1900' on R-029 from Quincy VOR within 20 mi.
CAUTION: 1560' Tower located 5 miles WNW of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Quincy, Ill	Baldwin-Quincy 769'	BVOR UIN	1, Amdt 1 30 Jun 1954	Orig 10 Apr 52

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
RAP LFR	RAP-VOR	direct	4500	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-32	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 141 Outbnd, 321 Inbnd, 4500 within 10 miles
Minimum Altitude over facility on final approach crs, 4000'
Crs and distance, facility to airport, 320-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles make left, climbing turn to 4500' and return to RAP-VOR, thence proceed Outbnd on R 141 and hold at 4500' within 10 miles of RAP-VOR
CAUTION: Rising terrain to 3447' MSL 3 miles N of airport. Aircraft larger than DC-3 restricted to NW-SE runway.
Major Changes: VOR relocated. Entire procedure revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rapid City,S D	Rapid City 3172'	$BVOR_D$ RAP	1, Amdt 3 23 Jun 1956	2 17 Dec 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Red Bluff LFR	RBL-VOR	direct	2000	T-dn	300-1	300-1	300-1
				C-dn	600-1	600-1	600-1½
				S-dn-rny33	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 145 Outbnd, 325 Inbnd, 2000 within 10 miles.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 329-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, make right turn, climb to 2500' on R-145 within 20 miles.
Major Changes: Reduce straight-in minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Red Bluff,Calif	Bidwell Field 354'	BVOR RBL	1, Amdt 2 8 Jan 1955	1 1 Aug 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
RDM-LFR	RDM-VOR (Final)	direct	6000	T-dn	300-1	300-1	200-½
				*C-dn	1500-1	1500-1	1500-1½
				A-dn	1500-2	1500-2	1500-2

Procedure turn N side of crs, 285 Outbnd, 105 Inbnd, 6000 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 4600, *3800.
*Descent to 3800' (Final) authorized after passing RDM-LFR. Landing minimums 700-1 day, 700-1½ night when RDM-LFR used for final approach fix. If RDM-LFR not received, maintain 4600' to RDM-VOR.
Facility on airport

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, execute climbing right turn, climb to 7000' on R-172 within 15 miles
SHUTTLE: To 7000' on R-105 within 10 miles
Major Changes: Authorize lower landing minimums when utilizing RDM-LFR. Change missed approach to en route Radial. Change Shuttle to R-105

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Redmond,Oreg	Roberts Field 3077'	BVOR	RDM	1, Amdt 1 29 Oct 1955	Orig 12 Jun 53

Wadsworth FM	RNO-VOR	direct	9000	T-dn	2000-2	2000-2	2000-2
Reno LFR	RNO-VOR	direct	9000	C-dn	2500-3	2500-3	2500-3
Verdi Int (Int RNO R-251 and 353° Bearing	Stead AFB "H"	direct	9000	A-dn	2500-3	2500-3	2500-3
Mt. Rose Int (Int RNO R-213 and 340° Bearing	Stead AFB "H"	direct	9000				
Steamboat Int (Int RNO R-191 and 328° Bearing	Stead AFB "H"	direct	9000				
Bingo Int	RNO-VOR	direct	9000				

Procedure turn S side of crs, 050 Outbnd, 230 Inbnd, 9000' within 10 miles. NA beyond 10 miles. Non-standard due to terrain).
Minimum Altitude over facility on final approach crs, 7900'
Crs and distance, facility to airport, 230-5.1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.1 miles, turn right climb to 9000' on R-050 within 10 miles
CAUTION: If contact not established at minimums, missed approach must be started immediately due to high terrain W.
Major Changes: Designated intersections. Minor changes in bearings and distances, Delete category 3 notes and BCOB alternate restrictions. Revise take-off minimums to coincide with departure procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Reno,Nev	Municipal 4411'	BVOR	RNO	1, Amdt 4 28 Jan 1956	3 30 Jul 55

Rochester LFR	RST-VOR	direct	2400	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 215 Outbnd, 035 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 035-4.4

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 miles, climb to 2600' on R 035 within 20 miles of RST-VOR
AIR CARRIER NOTE: Sliding scale not authorized
Major Changes: Airport name and procedure turn revised. Air Carrier note added.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rochester,Minn	Lobb Field 1041'	BVOR	RST	1, Amdt 4 27 Aug 1955	3 23 Nov 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
RKS-LFR	RKS-VOR	direct	9200	T-dn	300-1	300-1	*200-½
				C-d	1000-1	1000-1	1000-1½
				C-n	1000-2	1000-2	1000-2
				S-d	1000-1	1000-1	1000-1½
				S-n-ry 25	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

*300-1 required for night take-off on all runways except 7-25.

Procedure turn N side crs, 081 Outbnd, 261 Inbnd, 9200 within 10 miles.
Minimum Altitude over facility on final approach crs, 8700'
Crs and distance, facility to airport, 261-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 miles, climb to 10,000 onR261 within 20 miles.
Major Changes: Procedure turn limited to 10 miles. Missed approach area limited to 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Rock Springs, Wyo	Municipal 6752'	BVOR	RKS	1, Amdt 2	24 Nov 1956	1	18 Jan 54

				T-dn	300-1	300-1	300-1
				C-d	500-1½	500-2	500-2
				C-n	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 267 Inbnd, 087 Outbnd, 1400 in 10 miles
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 267-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, climb to 1600 on R 267 within 20 miles
AIR CARRIER NOTE: Sliding scale for take-off or landing NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated
Rocky Mount, N C	Rocky Mount 97'	VOR	RMT	1, Orig	9 Jun 1955	None

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ROW LFR	ROW-VOR	direct	5500	T-dn	300-1	300-1	*200-½
				C-dn	500-2	500-2	500-2
				S-dn-rny 3	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 required runway 12.

Procedure turn E side of crs, 207 Outbnd, 027 Inbnd, 5300 within 10 miles
Minimum Altitude over facility on final approach crs, 4800'
Crs and distance, facility to airport, 027-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles, climb to 5000' on R-027 within 20 miles
NOTE: Alternate missed approach when directed by ATC, turn left climb to 5500' on R-323 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated
Roswell N Mex	Roswell 3621'	BVOR	ROW	1, Orig	24 Dec 1955	None

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				*T-dn	300-1		
				C-d	600-1½		
				*C-n	600-2		
				*A-dn	800-2		

*Night operations on N-S runway only

Procedure turn W side of crs, 356 Outbnd, 176 Inbnd, 3100' within 10 mi.
Minimum Altitude over facility on final approach crs, 2600'
Crs and distance, facility to airport, 176-0.7
CAUTION: Sod field, except N-S runway paved
Major Changes: Crs, bearings, distances and altitudes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Russell, Kansas	Russell 1863'	BVOR	RSL	1, Amdt 3	2 Sep 1956	2	1 Sep 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Clarksburg FM	SAC-VOR (Final)	direct	1000	T-dn	300-1	300-1	200-½
Sacramento ILS LMM	SAC-VOR	direct	1200	C-dn	500-1	600-1	600-1½
				S-dn*ry 2	400-1	500-1	500-1
				A-dn	800-2	800-2	800-2

*Descent below 500' MSL not authorized until past SAC LFR on Final.

Procedure turn S side crs, 197 Outbnd, 017 Inbnd, 1200 within 6 miles. (NA beyond Clarksburg FM)
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 017-4.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 miles, climb to 2500 on R-023 within 20 miles
NOTE: Alternate missed approach (when directed by ATC) within 4.4 miles, turn left and climb to 2000' on R-310 within 20 miles.
CAUTION: 223' MSL Tower between SAC VOR and LFR
Major Changes: Establish alternate missed approach procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sacramento, Calif	Municipal 21'	BVOR SAC	1, Amdt 3 7 Jan 1956	2 13 May 54

				T-dn	300-1	300-1	200-½
				C-dn	1000-3	1000-3	1000-3
				A-dn	1000-3	1000-3	1000-3

Procedure turn W side, 347 Outbnd, 167 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport, 167-11.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 10.0 mi, climb to 2500' on R-167 within 20 mi.
NOTE: 300-1 required for take-off, runway 31
CAUTION: 400' bluffs W, NW and E of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
St. Joseph, Mo	Rosecrans Memorial 822'	BVOR STJ	1, Amdt 2 5 May 1954	1 1 Aug 52

St. Louis LFR	STL-VOR	direct	1900	T-dn	300-1	300-1	200-½
				C-dn	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 317 Outbnd, 137 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 137-8.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.0 miles, climb to 2200 on R 137 within 20 miles
Major Changes: Altitude and procedure turn distance revised

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
St.Louis, Mo	Lambert Field 558'	BVOR STL	1, Amdt 4 14 Jan 1956	3 10 Jun 54

				T-dn	300-1	300-1	
				C-dn	500-1½	500-1½	
				A-dn	800-2	800-2	

Procedure turn S side of crs, 311 Outbnd, 131 Inbnd, 2800 within 10 miles
Minimum Altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 131-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, climb to 2500' on R-131 within 20 mi.
AIR CARRIER NOTE: Sliding scale not authorized except for take-off and alternate minimums

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Salina, Kans	Salina 1314'	BVOR SLN	1, Amdt 4 23 Nov 1953	3 1 Feb 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 304 Outbnd, 124 Inbnd, 2000' within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 124-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, climb to 5000' on R-124 within 20 miles.
Major Changes: Reduce altitude over facility on final. Authorize straight-in minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Salinas, Calif	Salinas 84'	BVOR SNS	1, Amdt 3 3 Sep 1955	2 30 Apr 55

Salt Flat LFR	SFL-VOR	direct	4800	T-d	300-1		
				T-n	300-2		
				C-d	600-1		
				C-n	600-2		
				A-dn	800-2		

Procedure turn W side of crs, 340 Outbnd, 160 Inbnd, 4900' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 4300'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 00 mi, turn right, climb to 7700 on R 261 within 20 mi.
CAUTION: Terrain 4030' MSL approximately 2.5 mi WSW of airport
Major Changes: Lower transition altitude from LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Salt Flat, Texas	CAA Intermediate 3727'	BVOR SFL	1, Amdt 4, 28 Apr 1956	3 17 Jul 54

Riverton FM	SLC-VOR	direct	11000	T-dn	300-1	300-1	200-½
Layton FM	SLC-VOR (Final)	direct	4900	C-dn	500-1	600-1	600-1½
				S-dn 16L-R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side crs, 329 Outbnd, 149 Inbnd, 7500 within 10 miles
Minimum Altitude over facility on final approach crs, 4900'
Crs and distance, facility to airport, 149-3.6 to 16L and 159-3.1 to 16R.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 11000 on R-248 within 20 miles
SHUTTLE: To 10000 on R-329 within 20 miles. All turns W.
CAUTION: 5000' terrain 3½ miles E of VOR. High terrain 8 mi E of N & S crs. Also S 4541'Radio mast 2 miles SE of VOR.
NOTE: Standard obstruction clearance not provided on final approach to facility and to airport. 500-2 required for take-off runway 7. 500-1 required for straight-in without hi-intensity runway lights. High intensity runway lights on 16L, 34A only.
Major Changes: Add runway 16R to straight-in minimums. Limit Shuttle distance.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Salt Lake City, Utah	Salt Lake City No 1 4222'	BVOR SLC	1, Amdt 3 8 Jan 1955	2 27 May 54

San Angelo LFR	SJT-VOR	direct	3000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 061 Outbnd, 241 Inbnd, 3400 within 10 mi Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, LFR-Z 3400, VOR 2500
Crs and distance, facility to airport, 234-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 mi, climb to 3600 on R 234 within 20 miles

Major Changes: Limits procedure turn distance. Raises missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Angelo, Texas	Mathis 1915'	BVOR SJT	1, Amdt 3 9 Jun 1956	2 17 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
SAT LFR	SAT-VOR	direct	2200	T-dn	300-1	300-1	200-½
Cibolo Creek FM	SAT-VOR (Final)	direct	1900	C-dn	400-1	500-1	500-1½
4.3 mile DME Fix R-355	SAT-VOR (Final)	direct	1900	S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 355 Outbnd, 175 Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, Cibolo FM or 4.3 mi DME Fix, R-355 2000, VOR 1900 LFR-Z cr 4.0 mi DME Fix, R-175 1500*.
*Altitude over VOR 2000' if Cibolo Creek FM not received. Descent to indicated minimums authorized only after passing SAT-LFR on final. If SAT-LFR not identified on final, descent below 1500 NA and minimums are 700-2. DME may be used in lieu of these fixes.
Crs and distance, facility to airport, 175-10.6 from Cibolo FM or 4.3 mi DME Fix, 175-6.3 from VOR, 175-2.2 from SAT LFR.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.3 mi, climb to 2500 on R 175 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Antonio, Texas	International 800'	BVOR SAT	1, Amdt 4 31 Mar 1956	3 18 Jun 55

Jamul RBN	SDA-VOR	direct	3600	T-dn	300-1	300-1	#200-½
Coronado FM-RBN	SDA-VOR	direct	1500	C-dn	800-2	800-2	800-2
La Jolla FM	SDA-VOR (Final)	direct	1200	A-dn	800-2	800-2	800-2
Lemon Grove Int	SDA-VOR	direct	2500				

#300-1 required for take-off on all runways except 27.

Procedure turn W side crs, 325 Outbnd, 145 Inbnd, 2500 within 10 miles*
Minimum Altitude over facility on final approach crs, 1200'*
*After procedure turn maintain 2500' until past La Jolla FM Inbnd. If FM not received, request clearance to descend to 1500' at completion of procedure turn to cross SDA VOR at a minimum of 1500'.
Crs and distance, facility to airport, 134-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 3000' on R-138 within 15 miles of SDA VOR (Mexican Border)
Major Changes: Add transition from Lemon Grove

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Diego, Calif	Lindbergh Field 15'	BVOR SDA	1, Amdt 1 7 Jun 1956	Orig 14 Jan 56

Portland LFR	ENE-VOR	direct	1700	T-d	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				S-d-26	400-1	400-1	400-1
				A-d	800-2	800-2	800-2

Procedure turn N side of crs, 81 Outbnd, 261 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 261-4.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 miles, make a climbing left turn. Climb to 1700' on R-212 within 10 miles
CAUTION: Hill 868' MSL 3.5 mi W of airport, tower 923' MSL 4 mi NW of airport.
NOTE: Night operations not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sanford, Maine	Municipal 243'	BVOR ENE	1, Amdt 1 24 Jul 1954	Orig 10 Jan 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Oakland LFR	SFO-VOR	direct	3000	T-dn	300-1	300-1	300-1
San Francisco LFR	SFO-VOR	direct	2000	C-dn	600-1	600-1	600-1½
San Francisco LOM	SFO-VOR	direct	2000	A-dn	800-2	800-2	800-2
Moffett LFR	SFO-VOR	direct	1700				
Evergreen FMHW	SFO-VOR	direct	1700				
Saratoga Int	SFO-VOR	direct	4500				
Warm Springs Int	SFO-VOR	direct	3000				
Mission Int	SFO-VOR	direct	3000				

Procedure turn N side crs, 295 Outbnd, 115 Inbnd, 1500 within 5 miles. NA beyond 5 miles. See Mandatory Note.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 115-3.4

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles, turn right and proceed to the SFO VOR, climbing to 2000' on R-120 (300 Inbnd), then hold SE of SFO VOR in a 1 minute, left turn pattern on R-115 at 2000'.
MANDATORY NOTE: All aircraft over the SFO VOR approaching San Jose airport must descent to 2000' in a 1 minute, left turn holding pattern on SFO R-115 before continuing with approach. Procedure turn not authorized beyond 5 mi due to possible conflict with SFO LOM holding pattern.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Jose, Calif	San Jose 62'	BVOR SFO	1, Amdt 2 24 Sep 1955	1 17 Dec 54

				T-d	*700-1	*700-1	700-1
				T-n #	*700-1½	*700-1½	700-1½
				C-d	1300-1½	1300-1½	1300-2
				C-n #	1300-2	1300-2	1300-2
				S-d-33	700-1	700-1	700-1
				S-n-33	700-1½	700-1½	700-1½
				A-dn	2000-2	2000-2	2000-2

*500-1 day and 500-1½ night authorized for take-off on runways 20 & 15
#Night take-off runway 28 and night landing runway 10, NA.

Procedure turn E side of crs, 152 Outbnd, 332 Inbnd, 8100 within 10 miles
Minimum Altitude over facility on final approach crs, 7700'
Crs and distance, facility to airport, 332-4.2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 miles, turn right and climb to 10,000 on R-152 within 20 miles of SAF VOR
SHUTTLE: To 8100' on R-152 within 10 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Santa Fe, N Mex	Santa Fe (New) 6344'	BVOR SAF	1, Amdt 1 23 Aug 1954	Orig 10 Nov 50

Savannah LFR	SAV-VOR	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-23-27	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn N side, 65 Outbnd, 245 Inbnd, 1100 within 10 miles
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 245-4.3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, make immediate right turn*, climb to 1400' on R-300 within 20 miles.
*Danger Area 10 miles SW of airport.
CAUTION: Stack 265' MSL 2 miles NE of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Savannah, Ga	Travis (Chatham) 50'	BVOR SAV	1, Orig 2 Jul 1954	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
All Directions	SEA-VOR	direct	20000	T-dn	300-1	300-1	300-1
15 mi DME or ASR fix R-315	Harbor Island FM* (Final)	direct	1500	C-dn	1500-2	1500-2	1500-2
				A-dn	1500-2	1500-2	1500-2

All fixes within 30 miles of Seattle-Tacoma Radar may be determined by surveillance Radar.

Procedure turn teardrop type procedure, 280 Outbnd, 135 Inbnd, start descent over station, at 1-2 initial approach altitude execute descending right turn within 20 miles. Complete turn on 135 Inbnd crs minimum altitude 4000'.
Minimum Altitude over facility on final approach crs, over Harbor Island FM* 1500'
Crs and distance, facility to airport, 092-3.5, miles from Harbor Island FM*
*Or 8.2 miles from SEA - VOR-DME.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi of Harbor Island FM-FIX, turn right, climb to 2000' on R-270 SEA-VOR. At 10 miles from VOR commence climb to 14,000' within 25 miles or as directed by ATC.

NOTE: This procedure designed principally for jet aircraft.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Boeing Field 17'	BVOR SEA	1, Amdt 2 24 Nov 1956	1 5 May 56

All directions	SEA-VOR	direct	20,000	T-dn	300-1	300-1	300-1
20 mi DME or ASR fix R-22	SEA-VOR-DME (Final)	direct	2000	c-dn	1500-2	1500-2	1500-2
				A-dn	1500-2	1500-2	1500-2

All fixes within 30 miles of Seattle-Tacoma Radar may be determined by surveillance radar.

Procedure turn, teardrop type procedure turn, 250 Outbnd, 040 Inbnd, start des‿ent over station. At ½ initial approach altitude execute descending left turn within 20 miles; complete turn on 040 Inbnd crs Minimum altitude 4000'.
Minimum Altitude over facility on final approach crs, 2000'.
Crs and distance, facility to airport, 342-5.0 miles

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 miles, turn left, climb to 2000' on R-270 SEA-VOR. At 10 miles commence climb to 14,000' within 25 miles, or as directed by ATC.

NOTE: This procedure designed principally for jet aircraft.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Boeing Field 17'	BVOR SEA	2, Amdt 1 5 May 1956	Orig 26 Nov 55

Shreveport LFR	SHV-VOR	direct	1700	T-dn	300-1	300-1	300-1
				C-d	1000-1	1000-1	1000-1½
				C-n	1000-1½	1000-1½	1000-1½
				S-d-18			1000-1
				S-n-18			1000-1½
				A-dn			

Procedure turn E side of crs, 339 Outbnd, 159 Inbnd, 1700 within 10 miles, beyond 10 mi NA. (Non-standard due to traffic.)
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 158-13.9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500' on crs of 169 within 20 miles.
NOTE: No weather or communications available at this airport.
AIR CARRIER NOTE: Air carriers not authorized use of this procedure.
CAUTION: 480' MSL TV tower located 1.6 miles S of airport.
Major Changes: Raises altitude and limits procedure turn to 10 mi. Raises altitude over SHV VOR on final. Changes missed approach crs. Adds caution note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Shreveport, La	Downtown 179'	BVOR SHV	1, Amdt 2 9 Oct 1954	1 6 Jul 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-d	300-1		
				T-n	300-2		
				C-d	500-1		
				C-n	500-2		
				A-dn	800-2		

Procedure turn S side of crs, 246 Outbnd, 066 Inbnd, 6000 within 10 miles
Minimum Altitude over facility on final approach crs, 5300'
Crs and distance, facility to airport, 066-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles, climb to 5500 on R-066 within 20 miles of VOR
CAUTION: Tower 5082' MSL 2 miles S of airport. Aircraft on W,E, and SE take-offs climb to 5600' MSL before turning towards tower.
Major Changes: Tower height increased on note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sidney, Neb	Sidney 4300'	BVOR SNY	1, Amdt 2 22 Dec 1956	1 7 Jan 56

Sioux City LFR	SUX-VOR	direct	2400	*T-dn	300-1	300-1	200-½
Sloan FM	SUX-VOR (Final)	direct	1900	C-dn	500-1	600-1	600-1½
				S-dn-31&35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

AIR CARRIER NOTE: *300-1 required for all take-offs on Runway 4.

Procedure turn E side of crs, 133 Outbnd, 313 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 313-3.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 miles, climb to 3000' on R-331 within 20 miles.
CAUTION: 1318' terrain 1.4 miles ENE of airport
Major Changes: Procedure turn distance revised. Revises Air Carrier Note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sioux City, Iowa	Sioux City 1097'	BVOR SUX	1, Amdt 5 22 Dec 1956	4 30 Mar 54

FSD LFR	FSD-VOR	direct	2700	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-15	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 327 Outbnd, 147 Inbnd, 2700' within 10 mi.
Minimum Altitude over facility on final approach crs, 2200'
Crs and distance, facility to airport, 147-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 miles, climb to 3000 on R-060 within 20 miles.
NOTE: 300-1 required for take-off on Runway 15.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sioux Falls, S Dak	Joe Foss Field 1426'	BVOR FSD	1, Amdt 1 16 Jul 1954	Orig 15 Feb 52

Goshen LFR	SBN-VOR	direct	2200	T-dn	300-1	300-1	200-½
South Bend LFR	SBN-VOR	direct	2000	C-dn	500-1	500-1	500-1½
Union Int	SBN-VOR	direct	2000	A-dn	800-2	800-2	800-2
N Liberty Int	SBN-VOR	direct	2000				
Int W crs SBN LFR and 253 R SBN VOR	SBN-VOR	direct	2000				
Int N crs SBN LFR and 350 R SBN VOR	SBN-VOR	direct	1900				

Procedure turn W side of crs, 360 Outbnd, 180 Inbnd, 2100 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 180-3.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 miles, make right turn, climbing to 2000 and return to SBN VOR or when directed by ATC: (1) climb to 2000' on R-180 within 20 miles
Major Changes: Missed approach altitude revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
South Bend, Ind	St. Joseph County 778'	BVOR SBN	1, Amdt 4 24 Dec 1955	3 24 Dec 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Spartanburg LFR	SPA-VOR	direct	2300	T-dn	300-1	300-1	200-½
From 23 mi fix* R-194	11 mi fix* R-194 (Final)	direct	1500#	C-dn	500-1	500-1	500-1½
From 11 mi fix* R-194	7.5 mi fix* R-194 (Final to Runway 4)	direct	1300#	S-dn-4	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 194 Outbnd, 014 Inbnd, 2000 within 10 mi of 11 mi fix*, or with no DME - 2000' within 21 mi of VOR.

Minimum Altitude over facility on final approach crs, 1500 over 11 mi fix*, if no DME 1800' over VOR#.

Crs and distance, facility to airport, 194-6.9 mi VOR to airport, 014-4.5 mi from 11 mi fix* to Rwy 4

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 7.5 mile fix*, climb to 2300 on R194 prior to reaching VOR
No DME: within 0 miles (over VOR) # climb to 2300 on R-014 within 10 miles of VOR
*DME fix
#Landing ceiling minimums without DME are 1000' (1800' MSL)
Major Changes: Establishes "back crs" approach to Runway 4.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spartanburg, S C	Memorial 816'	BVOR SPA	2, Orig 28 Jan 1956	None

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From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Spartanburg LFR	SPA-VOR	direct	2300	T-dn	300-1	300-1	200-½
From 23 mi fix* R-194	11 mi fix* R-194 (Final)	direct	1500#	C-dn	500-1	500-1	500-1½
From 11 mi fix* R-194	7.5 mi fix* R-194 (Final to Runway 4)	direct	1300#	S-dn-4	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 194 Outbnd, 014 Inbnd, 2000 within 10 mi of 11 mi fix*, or with no DME - 2000' within 21 mi of VOR.

Minimum Altitude over facility on final approach crs, 1500 over 11 mi fix*, if no DME 1800' over VOR#.

Crs and distance, facility to airport, 194-6.9 mi VOR to airport, 014-4.5 mi from 11 mi fix* to Rwy 4

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 7.5 mile fix*, climb to 2300 on R194 prior to reaching VOR
No DME: within 0 miles (over VOR) # climb to 2300 on R-014 within 10 miles of VOR
*DME fix
#Landing ceiling minimums without DME are 1000' (1800' MSL)
Major Changes: Establishes "back crs" approach to Runway 4.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spartanburg, S C	Memorial 816'	BVOR SPA	2, Orig 28 Jan 1956	None

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From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Rockford FM	GEG-VOR	direct	4700	T-dn	300-1	300-1	200-½
GEG LFR	GEG-VOR	direct	4000	C-d	500-1	500-1	500-1½
GEG LOM	GEG-VOR	direct	4000	C-n	600-1	600-1	600-1½
Pine City FM-H	GEG-VOR	direct	4100	S-dn-rny 2	400-1	400-1	400-1
Harrington FM to Int R-206 GEG VOR and 099 Brg	Pine City "H"	direct	4000	A-dn	800-2	800-2	800-2
Pine City "H" to Int R-206 GEG VOR and 143 Brng	Pine City "H"	direct	4100				
Int of R-206 GEG VOR and 099° Brng to Pine City "H"	GEG-VOR	direct	4000				
Rodna Int	GEG-VOR	direct	4000				

Procedure turn S side of crs, 206 Outbnd, 026 Inbnd, 4000' within 15 miles of GEG VOR. NA beyond 15 mi.

Minimum Altitude over facility on final approach crs, 3700'

Crs and distance, facility to airport, 027-4.4

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 miles, make left turn to intercept R-360 climbing to 4500 GEG VOR within 20 miles - all turns on W side.

NOTE: Alternate missed approach - when directed by ATC, make left turn to intercept R-300 GEG VOR climbing to 4500' within 20 miles. All turns on W side, or make left turn, climb to 4000' proceed direct to the GEG VOR and hold on the E side of R-206 at 4000' within 15 miles of GEG VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spokane, Wash	Geiger Field 2372'	BVOR GEG	1, Amdt 4 26 Mar 1955	3 16 Oct 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Springfield LFR	SPI-VOR	direct	2000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-22	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 036 Outbnd, 216 Inbnd, 1900 within 10 miles*
*NOTE: When authorized by ATC, DME may be used within 15 miles at 2000' orbiting altitude to position aircraft for final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 216-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.2 miles, climb to 2000' on R-216 within 20 miles
Major Changes: Distances and missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Springfield, Ill	Capital 595'	BVOR	SPI	1, Amdt 3	21 Jan 1956	2	10 Jun 54

Springfield LFR	SPI-VOR	direct	2000	T-dn	300-1	300-1	200-½
15 mi DME fix	8 mi DME fix (Final)	direct	1300	C-dn*	400-1	500-1	500-1½
8 mi DME fix	4.3 mi DME fix (Final to Rny 3)	direct	1000	S-dn-4*	400-1	400-1	400-1
				A-dn*	800-2	800-2	800-2

Procedure turn S side of crs, 216 Outbnd, 036 Inbnd, 2000' within 15 miles #
#NOTE: When authorized by ATC, DME may be used within 15 mi at 2000' orbiting altitude to position aircraft for final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, after passing 15 mi DME fix 1300*, after passing 8 mi fix 1000*.
*Minimums are 900-2 and final approach altitude is 1500' MSL without DME.
Crs and distance, facility to airport, 036-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . (DME) at 4.3 mi DME fix, climb to 2000' and hold at SPI VOR on R-216. (No DME) at 0 miles, climb to 2000' on R-036 within 10 miles, return to SPI VOR and hold on R-216.
Major Changes: Procedure turn and final approach information corrected.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Springfield, Ill	Capital 595'	BVOR	SPI	2, Amdt 1	22 Jan 1956	Orig	21 Jan 56

SGF-LFR	SGF-VOR	direct	2300	T-dn	300-1	300-1	200-½
				C-dn	500-2	500-2	500-2
				S-dn	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 013 Outbnd, 193 Inbnd, 2300 within 10 miles
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 193-6.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 6.8 miles, climb to 2700 on R-193 within 20 miles
Major Changes: Distances revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Springfield, Mo	Springfield 1267'	BVOR	SGF	1, Amdt 4	7 Jul 56	3	15 Jul 54

Syracuse LFR	SYR-VOR	direct	1700	T-dn*	300-1	300-1	200-½
				C-dn	600-1	700-1	700-1½
				S-dn-14	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

*600-1 required for take-off to the SE.

Procedure turn S side of crs, 311 Outbnd, 131 Inbnd, 1700 within 10 miles (NA beyond 10 miles)
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 131-4.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.8 miles, climb to 1900' on R-100 within 20 miles of Syracuse VOR
CAUTION: Standard clearance not provided over 833' Radio mast 1.3 miles SE of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Syracuse, N Y	Hancock 419'	BVOR	SYR	1, Amdt 5	1 Apr 1954	4	19 Sep 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Tallahassee LFR	TLH-VOR	direct	1300	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-18	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 339 Outbnd, 159 Inbnd, 1300 within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 159-5.0
If visua' contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 miles, climb to 1300 on R-159 within 15 miles
CAUTION; 300' MSL unlighted terrain 1 mi NE of airport.
AIR CARRIER NOTE: Take-offs with less than 200-½ NA.
Major Changes: Reduce missed approach distance due control area.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tallahassee, Fla	Dale Mabry 70'	BVOR TLH	1, Amdt 5 4 Jun 1955	4 1 Jul 54

HUF-LFR	HUF-VOR	direct	2000	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
Int E crs HUF-LFR & 260 crs	HUF-VOR	direct	2000	C-n	400-1½	500-2	500-2
				S-d-18	400-1	400-1	400-1½
				S-n-18	400-1½	400-1½	400-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 360 Outbnd, 180 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 180-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles, climb to 1900 on R-191 within 20 miles
Major Changes: Minimums, transition altitudes, and distances revised. Final approach distances and altitudes and procedure turn revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Terre Haute, Ind	Hulman Field 585'	BVOR HUF	1 Amdt 3 26 Jan 57	2 11 Feb 56

Texarkana LFR	TXK-VOR	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 301 Outbnd, 121 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 1000.
Crs and distance, facility to airport, 121-5.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.1 miles, climb to 1600' on R-121 within 20 miles.
NOTE: Radio Tower 565' MSL 2-½ mi NE of airport
Major changes: Facility relocated- new procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Texarkana, Ark	Municipal 389'	BVOR TXK	1 Amdt 3 19 Jan 57	2 10 Dec 54

DLS-LFR	DLS-VOR	direct	4000	T-d	1500-1	1500-1	1500-1
Int N crs DLS-LFR and R-328	DLS-VOR			T-n	1500-2		
DLS		direct	5000	C-d	2500-3	2500-3	2500-3
Int S crs DLS-LFR and R-208DLS	DLS-VOR	direct	5000	C-n	2500-3		
				A-d	2500-3	2500-3	2500-3
				A-n	2500-3		

Procedure turn S side of crs, 069 Outbnd, 249 Inbnd, 4000 within 10 miles. (Non-standard due to terrain).
Minimum Altitude over facility on final approach crs, 2700'
Crs and distance, facility to airport, 249-11.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn left, climb to 4000' on R-075 within 20 miles.
AIR CARRIER NOTE: Sliding scale NA for take-off or landing. Night operations not authorized except for aircraft of 65 knots or less.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
The Dalles, Oreg	The Dalles 243'	BVOR DLS	1, Amdt 1 23 Jul 1955	Orig 27 Jun 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Palm Springs Int	TRM-VOR	direct	7000	T-dn	300-1	300-1	300-1
Salton Int	TRM-VOR	direct	4000	C-dn	1500-3	1500-3	1500-3
				A-dn	1500-3	1500-3	1500-3

Procedure turn E side crs, 125 Outbnd, 305 Inbnd, 3000' within 10 miles. Beyond 10 miles NA.

Minimum Altitude over facility on final approach crs, 1400'

Facility on airport

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn right, climb to 9000' on R-140 within 10 miles

SHUTTLE: To 4000' on R-125 within 10 miles. All turns E of crs

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Thermal, Calif	Municipal 117' below MSL	BVOR TRM	1, Amdt 4 11 Jun 1955	3 1 Jul 54

				T-dn	300-1	300-1	200-½
				C-d	1000-1	1000-1	1000-1½
				C-n	1000-2	1000-2	1000-2
				A-dn	1000-3	1000-3	1000-3

Procedure turn N side of crs, 140 Outbnd, 320 Inbnd, 2000' within 10 mi

Minimum Altitude over facility on final approach crs, 1900'

Crs and distance, facility to airport, 320-10.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6 miles, make a climbing right turn and return to Waterville VOR at 2000'

NOTE: If after establishing contact 6 mi from VOR, visual referenced ground cannot be maintained, execute missed approach procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Toledo, Ohio	Toledo Express 684'	VOR VWV	1, Orig 29 Jan 1955	None

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TOP MHW at ILS OM	TOP-VOR	direct	2300	T-dn	300-1	300-1	300-1
				C-dn	600-1	600-1	600-1½
				S-dn-22	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn W side 031 Outbnd, 211 Inbnd, 2300 within 10 miles

Minimum Altitude over facility on final approach crs, 1800'

Crs and distance, facility to airport, 211-4.9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles, climb to 2400 on R-165 within 20 miles, or when directed by ATC turn left, climb to 2400' on SE crs of Topeka ILS within 15 miles

NOTE: No reduction in 2 eng or less T.O. min. authorized with ILS or precision radar inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Topeka, Kans	Phillip Billard 880'	BVOR TOP	1, Amdt 4 1 Jun 1954	3 8 Feb 54

Truth or Consequences LFR	TCS-VOR	direct	8000	T-dn	500-1	500-1	500-1
				C-dn	1500-1	1500-1	1500-1½
				A-dn	2000-3	2000-3	2000-3

Procedure turn E side crs, 360 Outbnd, 180 Inbnd, 8000 within 10 miles. NA beyond 10 miles. (Non-standard due to terrain).

Minimum Altitude over facility on final approach crs, 6800'

Crs and distance, facility to airport, 162-2.4

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 miles, climb to 10000' on R-130 within 20 miles of TCS VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Truth or Consequences, N Mex	Truth or Consequences 4849'	BVOR TCS	1 Amdt 2 17 Dec 1954	1 1 Dec 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Gilpin FM	TUS-VOR	direct	6000	T-dn	300-1	300-1	300-1
VAIL FM	TUS-VOR via V-16	direct	7000	*C-dn	700-2	700-2	700-2
VAIL FM	TUS-VOR via V-66	direct	7000	*A-dn	800-2	800-2	800-2

*If Mission FM not received 4200' must be maintained, and minimums are 1600-2.

Procedure turn N side of crs, 254 Outbnd, 074 Inbnd, 6000 W of and within 10 miles of mission FM. NA beyond 10 miles. Procedure turn N for more favorable terrain.
Minimum Altitude over facility on final approach crs, mission FM 4200'
Crs and distance, facility to airport, Mission FM 074-3.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles of Mission FM, turn left, climb on a heading of 330° to intercept TUS R-302, continue climb to 7000' on R-302 within 20 miles of VOR

NOTE: Alternate Missed Approach when directed by ATC, turn right, climb on a heading of 200° to 4700' then home on Tucson LFR, continue climb to 6000'.
SHUTTLE: To 6000' on R-254 W of and within 10 miles of Mission FM, all turns N.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tucson, Ariz	Municipal 2630'	BVOR TUS	1, Amdt 1 7 Jan 1956	Orig 17 May 55

Gilpin FM	TUS-VOR (Final)	direct	3600*	T-dn	300-1	300-1	300-1
				C-dn	1000-3	1000-3	1000-3
				A-dn	1000-3	1000-3	1000-3

*If Gilpin FM not received, maintain minimum of 7000' to VOR

Procedure turn W side of crs, 302 Outbnd, 122 Inbnd, 5500 within 10 miles of Tucson VOR. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 3600 over TUS VOR.
Crs and distance, facility to airport, 254-6.1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, turn right (W) and climb to 6000' R-254 within 10 miles W of Mission FM
NOTE: Alternate Missed Approach when directed by ATC, turn right and climb to 7000' on R-302 within 20 miles of VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tucson, Ariz	Municipal 2630'	BVOR TUS	2, 1, 19 Jan 57	Orig, 18 Feb 56

Tulsa LFR	TUL-VOR	direct	1900	T-dn	300-1	300-1	*200-½
Verdigris River FM	TUL-VOR	direct	1900	C-dn	400-1	500-1	500-1½
Skiatook FM	TUL-VOR	direct	2000	S-dn-17L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 required on runways 3L, 21R, 17R and 35L.

Procedure turn W side of crs, 330 Outbnd, 150 Inbnd, 2000 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 150-4.3

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, climb to 2200 on R 114 within 20 miles.
Major Changes: Revises transition altitudes. Limit procedure turn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tulsa, Oklahoma	Municipal 674'	BVOR TUL	1, Amdt 5 22 Oct 1955	4 22 Apr 54

Tuscaloosa BMH	TCL-VOR	direct	1400	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 058 Outbnd, 238 Inbnd, 1800 within 10 miles
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 238-4.0

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles, climb to 1400 R-238 within 20 miles
CAUTION: 377' MSL Radio Tower 1.5 mi N airport.
AIR CARRIER NOTE: Sliding scale and no reduction in take-off minimums authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tuscaloosa, Ala	Van De Graff 169'	BVOR TCL	1, Amdt 5 10 Dec 1954	4 1 Apr 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-d	4000-3	4000-3	4000-3
				*T-n	4000-5	4000-5	4000-5
				C-d	4000-3	4000-3	4000-3
				#C-n	4000-5	4000-5	4000-5
				A-d	4000-3	4000-3	4000-3
				#A-n	4000-5	4000-5	4000-5

*Night take-offs authorized Runway 34 only.
#Night landing authorized Runway 16 only.

Procedure turn S side crs, 200 Outbnd, 020 Inbnd, 5000 within 20 miles
Minimum Altitude over facility on final approach crs, 4600'
Crs and distance, facility to airport, 020-5.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 6000' on R-360 within 15 miles of UKI VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ukiah,Calif	Ukiah 615'	VORW UKI	1, Amdt 2 17 Dec 1954	1 2 Dec 52

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Valdosta MH	VLD-VOR	direct	1400	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 183 Outbnd, 003 Inbnd, 1400 within 10 miles
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 003-5.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.8 miles, make immediate right turn and climb to 1400 returning to VOR hold on R-183 within 20 mi of VLD-VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Valdosta,Ga	Valdosta 203'	BVOR VLD	1, Amdt 4 14 Jan 1954	3 10 Apr 52

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Vero Beach BMH	VRB-VOR	direct	1100	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-11	400-1	400-1	400-1
				A-dn	800-2	800-2*	800-2

*CAUTION: Warning area beyond 10 miles. 156' tower 0.8 miles SE of airport.

Procedure turn S side of crs, 290 Outbnd, 110 Inbnd, 1200 within 10 miles
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 110-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 1200' R-110 within 10 miles
Major Changes: Increase procedure turn and final approach altitude due obstruction.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Vero Beach, Fla	Vero Beach 25'	BVOR VRB	1, Amdt 2 12 Nov 1954	1 24 Mar 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Waco LFR	ACT-VOR	direct	1900	T-dn	300-1	300-1	200-½
10 mi fix* on R-321	ACT-VOR (Final)	direct	1400	C-dn	400-1	500-1	500-1½
10 mi orbit from R-027 W	R-321		1900	S-dn-14	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*DME fix.

Procedure turn W side of crs, 321 Outbnd, 141 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 141-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, climb to 2000 on R-141 within 20 miles
Major Changes: Position of VOR revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Waco,Texas	Municipal 515'	BVOR ACT	1, Amdt 3 9 Jun 1956	2 7 Jan 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
12 Mi orbit from R-187 E	R-141		2000	T-dn	300-1	300-1	200-½
12 mi fix* R-141	7 mi fix* R-141 (Final)	direct	1500	C-dn#	400-1	500-1	500-1½
7 mi fix* R-141	4 mi fix* R-141 (Final to rny32)	direct	900#	S-dn-32#	400-1	400-1	400-1
				A-dn#	800-2	800-2	800-2

Procedure turn E side of crs, 141 Outbnd, 321 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500 over 7 mi fix* R-141, if no DME, 1500 over VOR#
Crs and distance, facility to airport, 141-4 VOR to SE end rny 32 (4 mi fix*), 321 3 mi from 7 mi fix* to rny 32 (4 mi fix*)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 4 mi fix*, climb to 2000' on R-321 within 20 mi. No DME: within 0 mi, (over VOR)# climb to 2000' on R-321 within 20 mi.
*DME fix
#Landing ceiling minimums without DME are 1000' (1500 MSL)
Major Changes: Position of VOR revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Waco, Texas	Municipal 515'	BVOR ACT	2, Amdt 1 9 Jun 1956	Orig 21 Jan 56

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 238 Outbnd, 058 Inbnd, 1500 within 10 mi
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 058-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.1 mi, climb to 1500 on R-058 within 20 miles.
Major Changes: Delete straight-in minima.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Walnut Ridge, Ark	Municipal 275'	BVOR ARG	1, Amdt 2 28 Jul 1956	1 2 Apr 1955

Syracuse VOR R 015,25 mi DME	Henderson Int*	direct	2000	T-dn	300-1	300-1	200-½
Henderson Int*	Watertown VOR	direct	1100	C-dn	400-1	500-1	500-1½
Watertown VOR	Runway 6 (Final)	direct	600	S-dn-6	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* Henderson Int: Watertown VOR R-227 and 6 mi fix.

Procedure turn N side of crs, 227 Outbnd, 047 Inbnd, 1600 within 10 miles. No procedure turn required with DME.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 047-2.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.6 miles, climb to 2000' on 047 R within 20 miles.
Major Changes: Adds DME fixes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Watertown, N Y	Municipal 325'	VOR ART	R227, Amdt 3,28 Jan 1956	2 22 Feb 54

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 357 Outbnd, 177 Inbnd, 3000 within 10 miles
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport, 177-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 3000' on R-177 within 20 miles.
Major Changes: Delete transition and revise procedure turn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Watertown, S Dak	Watertown 1747'	BVOR ATY	1, Amdt 2 7 Jul 1956	1 16 Jul 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-d	700-1	700-1	700-1½
				C-n	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 158 Outbnd, 338 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1900'
Crs and distance, facility to airport, 338-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles, climb to 2800 on R340 within 10 miles
AIR CARRIER NOTE: Sliding scale not authorized.
CAUTION: After take-off, NW left turn not authorized until 3200' is reached. Radio Tower on RIB Mountain 2160' MSL 3 mi WSW of airport. Hills 1700' MSL 2.1 mi W of final approach crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wausau, Wisc	Alexander Municipal 1205'	BVOR AUW	1, Amdt 1 17 Jul 1954	Orig 1 Jun 53

				T-dn	300-1	300-1	
				C-d	600-1	600-1	
				C-n	600-1½	600-1½	
				A-dn	800-2	800-2	

Procedure turn W side of crs, 319 Outbnd, 139 Inbnd, 2300 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 139-5.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 miles, make right turn, climb to 2300 returning to VOR R-139.
CAUTION: Lighted stack 881' MSL located approximately 1.5 mi NE of airport.
AIR CARRIER NOTE: Use of sliding scale, reduction in landing visibility, or reduction in take-off minimums not authorized for night operation, or for day operations when visibility below ¾ mile.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
West Lafayette, Indiana	Purdue University 605'	VOR LAF	1, Orig 31 May 1956	None

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Int R-291 Pittsburgh VOR and R-040 Wheeling VOR	HLG-VOR (Final)	direct	2500	T-dn	300-1	300-1	200-½
				C-dn	600-1	700-1	700-1½
				S-dn-21	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 040 Outbnd, 220 Inbnd, 3000 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 220-5.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.8 miles, climb to 2600' on crs of 222 within 20 miles.
AIR CARRIER NOTE: Night operations on runway 9-27 and take-offs on runway 9 not authorized for aircraft over 12,500 LBS gross weight.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wheeling, W Va	Ohio County 1195'	BVOR HLG	1, Amdt 1 15 May 1954	Orig 20 Feb 53

Wichita LFR	ICT-VOR	direct	3400	T-dn	300-1	300-1	200-½
Viola Rbn	ICT-VOR	direct	3400	C-dn	400-1	500-1	500-1½
N Fork Rbn	ICT-VOR	direct	3400	A-dn	800-2	800-2	800-2

Procedure turn W side of N crs, 350 Outbnd, 170 Inbnd, 3400' within 10 mi. NA beyond 10 mi account ATC.
Minimum Altitude over facility on final approach crs, 2900'
Crs and distance, facility to airport, 161-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, turn right, climb to 2900' on R-216 within 20 miles, or when directed by ATC, climb to 2500' on R-161 within 20 miles.
CAUTION: 2449' MSL TV tower 10 miles NNW and 2048 MSL tower 9 miles NNE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wichita, Kans	Municipal 1332'	BVOR ICT	1, Orig 25 Jun 1954	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Wilmington Rbn	IMN-VOR	direct	1200	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side crs, 021 Outbnd, 201 Inbnd, 1300 within 10 miles.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 201-5.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 miles, climb to 1600 on R-199 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated
Wilmington, N C	New Hanover County 31'	BVOR	IMN	1, Orig	26 Jan 1955	None

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Wink LFR	INK-VOR	direct	4100	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side crs, 330 Outbnd, 150 Inbnd, 4000 within 10 miles.
Minimum Altitude over facility on final approach crs, 3500'
Crs and distance, facility to airport, 150-5.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.8 miles, climb to 4000 on R-150 within 20 miles.
Major Changes: Limit procedure turn distance.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Wink, Texas	Municipal 2824'	BVOR	INK	1, Amdt 2	18 Feb 1956	1	21 Jun 54

Winslow LFR	INW-VOR	direct	7000	A-dn	300-1	300-1	200-½
				C-dn	500-2	600-2	600-2
				S-dn	400-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn N side crs, 300 Outbnd, 120 Inbnd, 7000' within 10 miles (Non-standard due to terrain).
Minimum Altitude over facility on final approach crs, 6000'
Crs and distance, facility to airport, 107-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles, turn left, climb to 7000' on R-077 within 20 miles
SHUTTLE: To 8000' on R-120 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Winslow, Ariz	Municipal 4937'	BVOR	INW	1, Amdt 2	11 Jun 1955	1	17 Aug 54

YKM-LFR	YKM-VOR	direct	4000	T-d	500-1	500-1	500-1
Selah Int (Int R-169 ELN-VOR and R-283 YKM-VOR)	YKM-VOR	direct	4000	T-n	800-2	800-2	800-2
				C-d	800-2	800-2	800-2
YKM-LOM	YKM-VOR	direct	3000	C-n	800-2	1000-2	1000-2
				A-d	800-2	800-2	800-2
				A-n	800-2	1000-2	1000-2

Procedure turn S side of crs, 108 Outbnd, 288 Inbnd, 4000' within 10 miles (Non-standard due to terrain).
Minimum Altitude over facility on final approach crs, 3000'
Crs and distance, facility to airport, 244-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, turn right, climbing to 4000' proceed to YKM-VOR on R-280, thence proceed on R-108 within 20 miles.
CAUTION: High terrain extends from NE to NW of YKM-VOR
Major Changes: Add transition from YKM-LOM

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date		Sup. Amdt. No. Dated	
Yakima, Wash	Yakima 1077'	BVOR	YKM	1, Amdt 1	2 Apr 1955	Orig	27 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Youngstown LFR	YNG-VOR	direct	2200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-d -18	400-1	400-1	400-1
				S-n-18	400-1	400-1	400-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 003 Outbnd, 183 Inbnd, 2200 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 183-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 miles, climb to 3000' on Outbnd crs 183 within 10 miles of Youngstown VOR
Major Changes: Deletes transition from Gustavus FM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Youngstown, Ohio	Youngstown 1196'	BVOR YNG	1, Amdt 3 1 Jan 1955	2 19 Mar 54

				T-dn	300-1	300-1	300-1
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 347 Outbnd, 167 Inbnd, 3000 within 10 miles
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 167-6.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.1 miles, climb to 3500' on R-167 within 20 miles.
Major Changes: Change procedure turn direction and distance for standardization.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Yuma, Ariz	Yuma County 213'	BVOR YUM	1, Amdt 3 9 Jul 1955	2 6 Jul 54

¶ *609.200 Terminal very high frequency omnirange.*

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Saratoga Springs FM	ALB-VOR	Direct	1800	T-dn	300-1	300-1	200-½
Coxsackie FM	ALB-VOR	Direct	1700	*C-dn	500-1	600-1	600-1½
Grafton FM	ALB-VOR	Direct	3000	*S-dn-1	500-1	500-1	500-1
Delmar FM	ALB-VOR (Final)	Direct	800*	*A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 195 Outbnd,015 Inbnd, 2200' within 10 mi.
Minimum Altitude over facility on final approach crs, 800*
* Do not descend below 1700' MSL unless Delmar FM positively identified.
Crs and distance, breakoff point to app end rny 1, 011-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, (5.0 mi of Delmar FM) climb to 3000' on R-015 within 20 mi.
AIR CARRIER NOTE: 300-1 required for all take-offs on Runways 10, 28, 15 and 33.
Major Changes: Adds transition from Grafton FM. Final added from Delmar FM. Air Carrier notes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albany, N Y	Albany 288'	BVOR ALB	Ter.VOR-1, Amdt 3 21 Apr 56	2 1 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Saratoga Springs FM	ALB-VOR	Direct	1800	T-dn	300-1	300-1	200-½
Round Lake FM	ALB-VOR (Final)	Direct	1100	*C-dn	500-1	600-1	600-1½
Grafton FM	ALB-VOR	Direct	3000	*S-dn-19	400-1	400-1	400-1
Albany LFR	ALB-VOR (Final)	Direct	700*	A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 010 Outbnd, 190 Inbnd, 1800' within 10 mi.
Minimum Altitude over facility on final approach crs, 700*
* Do not descend below 1100' MSL unless Albany LFR positively identified. Standard obstruction clearance not provided over 469' radio towers 2½ mi NNW of airport.
Crs and distance, breakoff point to app end rny 19, 191-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 1000' on crs of 190, then make a climbing right turn, climb to 3000' on R-297 within 20 mi or when directed by ATC, climb to 3000' on R-184 within 20 mi.
AIR CARRIER NOTE: 300-1 required for all take-offs on Runways 10, 28, 15 and 33.
Major Changes: Adds transition from Grafton FM. Final added from Albany LFR. Air carrier notes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albany, N Y	Albany 288'	BVOR ALB	Ter.VOR-19, Amdt 3, 21 Apr 56	2 1 Apr 54

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4 mi DME fix R-224	AMG-VOR (Final)	Direct	600*	T-dn	300-1	300-1	200-½
Int 359 ADF brng to Alma LFR & R-244	AMG-VOR (Final)	Direct	600*	C-dn	500-1	500-1	500-1½
				S-dn-4	*400-1	*400-1	*400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side 224 Outbnd, 044 Inbnd, 1300' within 10 mi.
Minimum Altitude over facility on final approach crs, 600*
* 700' MSL and 500' ceiling minimums if no DME or ADF available.
Crs and distance, breakoff point to app end rny 4, 039-0.7 (From 1 mi DME fix)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 1600' on R-044 within 20 mi.
NOTE: Air Carrier use NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Alma, Ga	Alma 200'	VOR AMG	Ter.VOR-4, Orig 31 Dec 55	None

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4 mi DME fix R-035	AMG-VOR (Final)	Direct	600*	T-dn	300-1	300-1	200-½
Int 260 ADF brng to Alma LFR & R-035	AMG-VOR (Final)	Direct	600*	C-dn	500-1	500-1	500-1½
				S-dn-22	*400-1	*400-1	*400-1
Alma LFR	Alma VOR	Direct	1400	A-dn	800-2	800-2	800-2

Procedure turn W side 035 Outbnd, 215 Inbnd, 1300' within 10 mi.
Minimum Altitude over facility on final approach course, 600*
* 700' MSL and 500' ceiling minimums if no DME or ADF available.
Crs and distance, breakoff point to app end rny 22, 219-0.6 (From 1 mi DME fix)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 1600' on R-215 within 20 mi.
NOTE: Air Carrier use NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Alma, Ga	Alma 200'	VOR AMG	Ter.VOR-22, Orig 31 Dec 55	None

Bedford HW	BOS-VOR	Direct	1700	T-dn%	300-1	300-1	200-½
Squantum LFR	BOS-VOR	Direct	1500	S-dn-27	600-1	600-1	600-1
Boston LFR	BOS-VOR	Direct	1500	C-dn	600-1	600-1	600-1½
Radar Terminal Area Transition Altitudes:				A-dn	800-2	800-2	800-2
All directions*		within 25 mi	1800				
→*except between SW & NW courses of BOS LFR		6-25 mi	2300				

All fixes may be determined and supplemented by surveillance radar.
→% Except where radar vectoring is used, and when weather is 1000-3 or below, departures from Rny 27 make left or right turn as soon as practicable, and departures from Rnys 22 & 33 climb straight ahead to at least 1000' prior to proceeding toward 1349' WBZ-TV tower.

Procedure turn N side of course, 086 Outbnd, 266 Inbnd, 1300' within 10 miles.
Minimum altitude over facility on final approach course, 600'
Crs and distance, breakoff point to app end rny 27, 272-0.52
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make a left climbing turn to 1800 on R-215 within 10 miles, or when directed by ATC, climb to 1500' on R-100 within 10 miles.
CAUTION: 1349' TV tower 10.5 mi WSW of airport. 600' circ minimums do not provide std clrnc over 370'stack SW of arpt.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Boston, Mass.	Logan Arpt. 19'	BVOR BOS	TerVOR-27,Amdt2,23 Feb57	1 6 Aug 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Iowa City VOR	CID-VOR	Direct	2000	T-dn	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-dn-8	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side 271 outbnd, 091 inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1300' (see note).
Crs and distance, breakoff point to app end rny 8, 085-0.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles (5.2 miles after passing Walford Int) climb to 2200' on R-079 CID within 20 miles.
NOTE: If Walford int* not received, descent below 1500' not authorized and landing minimums of 600' applicable to straight-in and circling approaches.
*Walford Int-Int R-330 IOW and R-271 CID.
No tower

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cedar Rapids, Iowa	Cedar Rapids	VOR CID	TerVOR-8 Orig 16 Jan 57	none

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Iowa City VOR	CID-VOR	Direct	2000	T-dn	300-1	300-1	200-½
				C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side 079 outbnd, 259 inbnd, 2200' within 10 miles (non-std to avoid obstructions).
Minimum altitude over facility on final approach course 1300' (see note)
Crs and distance, breakoff point to app end rny 26, 265-0.3 .
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles (4.8 miles after passing Ely Int)climb to 2000 on R-272 CID within 20 miles.
NOTE: If Ely Int* not received, descent below 1500' not authorized and landing minimums of 600' applicable to straight-in and circling approaches.
*Ely Int. - Int. R-079 CID and R-355 IOW.
No tower

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cedar Rapids, Iowa	Cedar Rapids	VOR- CID	TerVOR-26 Orig 16 Jan 57	none

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API-VOR	ORD-VOR	Direct	2500	T-dn	300-1	300-1	200-½
CGT-VOR	ORD-VOR	Direct	2000	C-dn	500-1	500-1	500-1½
MDW-LFR	ORD-VOR	Direct	2000	S-dn-18	500-1	500-1	500-1
NBU-LF	ORD-VOR	Direct	2000	A-dn	800-2	800-2	800-2
MDW-TVOR	ORD-VOR	Direct	2000				
Wheeling VOR	ORD-VOR	Direct	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if detailed information on sector altitudes is desired.

Procedure turn W side of crs, 004 Outbnd, 184 Inbnd, 2200' within 10 mi of INT*
Minimum Altitude over facility on final approach crs, over Int * 1700' - 184-7.0 Int* to VOR.
* Int R-004 ORD & SW crs NBU LFR or radar fix.
Crs and distance, breakoff point to app end rny 18, 178-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi intercept R-050 climbing to 2500' proceed to SE crs NBU LFR, thence to Mundelein Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Chicago Int'l(O'Hare)666'	VOR ORD	Ter.VOR-18 ,Orig 22 Dec 56	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
API-VOR	ORD-VOR	Direct	2500	T-dn	300-1	300-1	200-½
CGT-VOR	ORD-VOR	Direct	2000	C-dn	600-1	600-1	600-1½
MDW-LFR	ORD-VOR	Direct	2000	S-dn-22	600-1	600-1	600-1
NBU-LF	ORD-VOR	Direct	2000	A-dn	800-2	800-2	800-2
MDW-TVOR	ORD-VOR	Direct	2000				
Wheeling VOR	ORD-VOR	Direct	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if detailed information on sector altitudes is desired.

Procedure turn N side of crs, 032 Outbnd, 212 Inbnd, 2000' within 10 mi of INT*
Minimum Altitude over facility on final approach crs, over Int* 1500' - Int* to VOR, 212-5.0
* Int R-212 ORD & R-346 MDW or radar fix.
Crs and distance, breakoff point to app end of rny 22, 217-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi intercept R-050 climbing to 2500' - proceed to SE crs NBU LFR, thence to Mundelein Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Chicago Int'l (O'Hare) 666'	VOR ORD	Ter.VOR-22, Orig 22 Dec 56	None

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API-VOR	CHI-VOR	Direct	2300	T-dn	300-1	300-1	200-½
CGT-VOR	CHI-VOR	Direct	2300	C-d	500-1	500-1	500-1½
CHI-LFR	CHI-VOR	Direct	2000	C-n	500-1½	500-1½	500-1½
Radar transition altitudes by sector. From 185 clockwise thru 360 to 060	CHI-VOR	within 20 mi	2500	S-dn-4R-L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
From 060 clockwise thru 180 to 185	CHI-VOR	within 20 mi	2000				

Procedure turn S side of crs, 221 Outbnd, 041 Inbnd, 2000' within 10 mi of VOR
Minimum Altitude over facility on final approach crs, over Int* or radar fix 1500'; Int* or radar fix to VOR 041-3.5
* Harlem Int - Int CHI-VOR R-221 and CGT R-320.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 2500' proceed to tank Int# or when directed by ATC: make right turn, climb to 2500' proceed to Lakeshore Int.
# Tank Int - Int CHI-VOR R-041 and CGT R-345.
NOTE: Dual omni receiver required unless radar fix obtainable.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	VOR MDW	Ter.VOR-4R-L,Orig 15 Mar 55	None

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API-VOR	CHI-VOR	Direct	2300	T-dn	300-1	300-1	200-½
CGT-VOR	CHI-VOR	Direct	2300	C-d	500-1	500-1	500-1½
CHI-LFR	CHI-VOR	Direct	2000	C-n	500-1½	500-1½	500-1½
Radar transition altitudes by sector. From 185 clockwise thru 360 to 060.	CHI-VOR	within 20 mi	2500	S-dn-9L-R	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
From 060 clockwise thru 180 to 185	CHI-VOR	within 20 mi	2000				

Procedure turn S side of crs, 267 Outbnd, 087 Inbnd, 2300' within 10 mi of VOR.
Minimum Altitude over facility on final approach crs, over Int* or radar fix 1800'; Int* or radar fix to VOR,087-4.4
* Stinson Int - Int CHI R-267 and CGT R-320
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 2300' - proceed to Yards Int# or when directed by ATC: (1) make left turn, climb to 2500' proceed to Lakeshore Int. (2) Make right turn, climb to 2000' proceed to Momence Int.
# Yards Int - Int CHI R-087 and CGT R-345.
NOTE: Dual omni receiver required unless radar fix obtainable.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	VOR MDW	Ter.VOR-9R-L, Orig 15 Mar 55	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
API-VOR	CHI-VOR	Direct	2300	T-dn	300-1	300-1	200-½
CGT-VOR	CHI-VOR	Direct	2300	C-d	600-1	600-1	600-1½
CHI-LFR	CHI-VOR	Direct	2000	C-n	600-1½	600-1½	600-1½
Radar transitions altitudes by sector. From 185 clockwise thru 360 to 060.	CHI-VOR	within 20 mi	2500	S-dn-18R	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
From 060 clockwise thru 180 to 185	CHI-VOR	within 20 mi	2000				

Procedure turn W side of crs, 005 Outbnd, 185 Inbnd, 2000 within 10 mi of VOR.
Minimum Altitude over facility on final approach crs, over Int* or radar fix 1500'; Int* or radar fix to VOR, 185-4.3
* Columbus Park Int - Int CHI R-005 and API R-070.
Crs and distance, breakoff point to app end of rny 18R, 177-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 2000' proceed to Oak Lawn Int# or when directed by ATC:
(1) Make left turn, proceed to Lakeshore Int. at 2500'
(2) Make right turn, proceed to Downers Grove Int at 2500'
(3) Proceed to Momence Int at 2000'
Oak Lawn Int - Int R-165 CHI and R-100 API.
NOTE: Dual omni receiver required unless radar fix obtainable.
Major Changes: Minimums raised due to 904 stacks NE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	VOR MDW	Ter.VOR-18R, Amdt 1, 8 Oct 55	Orig 15 Mar 55

API-VOR	CHI-VOR	Direct	2300	T-dn	300-1	300-1	200-½
CGT-VOR	CHI-VOR	Direct	2300	C-d	600-1	600-1	600-1½
CHI-LFR	CHI-VOR	Direct	2000	C-n	600-1½	600-1½	600-1½
Radar transition altitudes by sector. From 185 clockwise thru 360 to 060.	CHI-VOR	within 20 mi	2500	S-dn-22L-R	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
From 060 clockwise thru 180 to 185	CHI-VOR	within 20 mi	2000				

Procedure turn W side of crs, 041 Outbnd, 221 Inbnd, 2500 within 10 mi of VOR.
Minimum Altitude over facility on final approach crs, over Int* or radar fix 2300'; Int* or radar fix to VOR, 221-5.2
* Tank Int - Int CHI R-041 and CGT R-345.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 2000' proceed to Harlem Int#, or when directed by ATC:
(1) Make left turn, proceed to Momence at 2000'
(2) Make right turn, proceed to Downers Grove at 2500'
Harlem Int - Int CHI R-221 and CGT R-320
NOTE: Dual omni receivers required unless radar fixes are obtainable.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	VOR MDW	Ter.VOR-22R-L, Orig 15 Mar 55	None

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API-VOR	CHI-VOR	Direct	2300	T-dn	300-1	300-1	200-½
CGT-VOR	CHI-VOR	Direct	2300	C-d	500-1	500-1	500-1½
CHI-LFR	CHI-VOR	Direct	2000	C-n	500-1½	500-1½	500-1½
Radar transition altitudes by sector. From 185 clockwise thru 360 to 060	CHI-VOR	within 20 mi	2500	S-dn-27R-L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
From 060 clockwise thru 180 to 185	CHI-VOR	within 20 mi	2000				

Procedure turn N side of crs, 087 Outbnd, 267 Inbnd, 2500' within 10 mi of VOR.
Minimum Altitude over facility on final approach crs, over Int* or radar fix 2000' - Int* or radar fix to VOR, 267-4.4
* Yards Int - Int CHI R-087 and CGT R-345.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 2300' - proceed to Stinson Int # or when directed by ATC:
(1) Make right turn, climb to 2500' proceed to ILS LOM.
(2) Make left turn, climb to 2000' proceed to Momence Int.
Stinson Int - Int CHI R-267 and CGT R-320.
NOTE: Dual omni receiver required unless radar fix obtained.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	VOR MDW	Ter.VOR-27L-R, Orig 15 Mar 55	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
API-VOR	CHI-VOR	Direct	2300	T-dn	300-1	300-1	200-½
CGT-VOR	CHI-VOR	Direct	2300	C-d	500-1	500-1	500-1½
CHI-LFR	CHI-VOR	Direct	2000	C-n	500-1½	500-1½	500-1½
Radar transition altitudes by sector. From 185 clockwise thru 360 to 060	CHI-VOR	within 20 mi	2500	S-dn-31L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
From 060 clockwise thru 180 to 185	CHI-VOR	within 20 mi	2000				

Procedure turn E side of crs, 122 Outbnd, 302 Inbnd, 2000' within 10 mi of VOR.
Minimum Altitude over facility on final approach crs over abeam Kedzie Rbn or radar fix 1500'
Crs and distance, breakoff point to app end of rny 31-L, 312-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 2500' proceed to ILS LOM, or when directed by ATC:
(1) Make left turn, climb to 2300' - proceed to Downers Grove Int.
(2) Make right turn, climb to 2500' - proceed to Lakeshore Int.
NOTE: Dual omni receiver required unless radar fix obtained.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	VOR MDW	Ter.VOR-31L, Orig 15 Mar 55	None

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API-VOR	CHI-VOR	Direct	2300	T-dn	300-1	300-1	200-½
CGT-VOR	CHI-VOR	Direct	2300	C-d	500-1	500-1	500-1½
CHI-LFR	CHI-VOR	Direct	2000	C-n	500-1½	500-1½	500-1½
Radar transition altitudes by sector. From 185 clockwise thru 360 to 060.	CHI-VOR	within 20 mi	2500	S-dn-36L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
From 060 clockwise thru 180 to 185	CHI-VOR	within 20 mi	2000				

Procedure turn E side of crs, 165 Outbnd, 345 Inbnd, 2000' within 10 mi of VOR.
Minimum Altitude over facility on final approach crs, over Int* or radar fix 2000'; Int* or radar fix to VOR, 345-5.2
* Oak Lawn Int - Int R-165 CHI and R-100 API.
Crs and distance, breakoff point to app end of rny 36L, 357-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 2000' proceed to Columbus Park Int #, or when directed by ATC:
(1) Make right turn, climb to 2500' - proceed to Lakeshore Int.
(2) Make left turn, climb to 2500' - proceed to Downers Grove Int.
Columbus Park Int-Int CHI R-005 and R-070 API.
NOTE: Dual omni receivers required unless radar fix obtainable.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	VOR MDW	Ter.VOR-36L, Orig 15 Mar 55	None

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CRL VOR	YIP-VOR	Direct	2000	T-dn	300-1	300-1	200-½
SVM VOR	YIP-VOR	Direct	2000	C-dn	500-1	500-1	500-1½
RML LFR	YIP-VOR	Direct	2000	S-dn-4R	500-1	500-1	500-1
FRD RBN	YIP-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Park VHF Int	YIP-VOR	Direct	2000				
Bridgewater VHF Int	YIP-VOR	Direct	2200				

Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from Track Int. Refer to Form Willow Run Radar procedure if detailed information on sector altitudes is desired.

Procedure turn S side of crs 240 Outbnd, 060 Inbnd, 2000' within 10 mi.
Minimum altitude over facility on final approach crs, over Track Int* 1500'; over YIP VOR 1200'
* Track Int: Int YIP R-240 & CRL R-325. (Dual omni receivers required unless radar fix obtainable at Track Int.
Crs and distance, breakoff point to app end of rny-4R, 049-.43 Track Int to YIP VOR, 060-4.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 2000' - proceed to Beacon Int # or when directed by ATC:
(1) Make left turn, climb to 2500' - proceed to SVM VOR on the SVM R-170.
(2) Make right turn, climb to 2300', proceed via W crs Detroit LFR to the Detroit LFR.
Beacon Int: Int YIP R-040 & SVM R-143.
Major Changes: Transitions added from Park and Bridgewater VHF Int. Radar transitions reworded. Minor crs revisions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Willow Run 716'	VOR YIP	Ter.VOR-4R, Amdt 1 31 May 56	Orig 23 Jul 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
CRL VOR	YIP-VOR	Direct	2000	T-dn	300-1	300-1	200-½
SVM VOR	YIP-VOR	Direct	2000	C-dn	500-1	500-1	500-1½
RML LFR	YIP-VOR	Direct	2000	S-dn-9L	500-1	500-1	500-1
FRD RBN	YIP-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Park VHF Int	YIP-VOR	Direct	2000				
Bridgewater VHF Int	YIP-VOR	Direct	2200				

Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from YIP Int. Refer to Willow Run Radar procedure if detailed information on sector altitudes is desired.

Procedure turn S side of crs, 285 Outbnd, 105 Inbnd, 2200' within 10 mi.
Minimum Altitude over facility on final approach crs, YIP Int* 1700'; 1200 over YIP VOR.
* YIP Int: Int YIP R-285 & SVM R-195 (Dual omni receivers required unless radar fix obtainable at YIP Int)
Crs and distance, breakoff point to app end of rny-9L, 092-.7 YIP Int to YIP.VOR, 105-5.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 2000', proceed to Railroad Int#, or when directed by ATC:
(1) Make left turn, climb to 2500', proceed to SVM VOR on the SVM R-170.
(2) Climb to 2300', proceed via W crs Detroit LFR to the Detroit LFR.
# Railroad Int: Int YIP R-072 & CRL VOR R-005.
Major Changes: Transitions added from Park & Bridgewater VHF Int. Radar transitions reworded. Minor crs revisions.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Detroit, Mich	Willow Run 716'	VOR	YIP	Ter.VOR-9L, Amdt 2 31 May 56	1	11 Feb 56

CRL VOR	YIP-VOR	Direct	2000	t-dn	300-1	300-1	200-½
SVM VOR	YIP-VOR	Direct	2000	C-dn	500-1	500-1	500-1½
RML LFR	YIP-VOR	Direct	2000	S-dn-9R	500-1	500-1	500-1
FRD RBN	YIP-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Park VHF Int	YIP-VOR	Direct	2000				
Bridgewater VHF Int	YIP-VOR	Direct	2200				

Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on final approach crs at least 3.0 mi from Tower Int. Refer to Willow Run radar procedure if detailed information on sector altitudes is desired.

Procedure turn S side of crs, 255 Outbnd, 075 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, Tower Int* 1500; 1200 over YIP VOR
* Tower Int: Int YIP VOR R-255 and SVM R-190 (dual omni receivers required unless radar fix obtainable at Tower Int)
Crs and distance, breakoff point to app end of rny 9R, 092-.6 Tower Int to YIP VOR, 075-4.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 2000', proceed to Railroad Int#, or when directed by ATC:
(1) Make right turn, climb to 2300', proceed via W crs DET LFR to DET LFR.
(2) Make right turn, climb to 2000', proceed to CRL VOR.
(3) Make left turn, climb to 2500', proceed on SVM R-170 to SVM VOR.
Railroad Int: Int R-072 YIP and R-005 CRL.
Major Changes: Transition added from Park VHF Int. Bridgewater VHF Int. Radar transitions reworded. Minor crs revisions.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Detroit, Mich	Willow Run 716'	VOR	YIP	Ter.VOR-9R, Amdt 1, 31 May 56	Orig	23 Jul 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
CRL VOR	YIP-VOR	Direct	2000	T-dn	300-1	300-1	200-½
SVM VOR	YIP-VOR	Direct	2000	C-dn	500-1	500-1	500-1½
RML LFR	YIP-VOR	Direct	2000	S-dn-14	500-1	500-1	500-1
FRD RBN	YIP-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Park VHF Int	YIP-VOR	Direct	2000				
Bridgewater VHF Int	YIP-VOR	Direct	2200				

Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from Ann Int. Refer to Willow Run Radar procedure if detailed information on sector altitudes is desired.

Procedure turn W side of crs, 310 Outbnd, 130 Inbnd, 2200 within 10 mi.
Minimum Altitude over facility on final approach crs Ann Int* 1700'; 1200 over YIP VOR.
* Ann Int: Int YIP R-310 and SVM R-190 (Dual omni receivers required unless radar fix obtainable at Ann Int)
Crs and distance, breakoff point to app end of rny 14, 139-.43 ANN Int to YIP VOR, 130-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, climb to 2000', proceed to Belleville Int # or when directed by ATC:

(1) Climb to 2000', proceed to CRL VOR.
(2) Make right turn, climbing to 2300' proceed to YIP LOM.
(3) Make left turn, climb to 2300', proceed via W crs DET LFR to the DET LFR.

Belleville Int: Int YIP R-150 & CRL R-360.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Willow Run 716'	VOR	YIP	Ter.-VOR-14, Amdt 2 31 May 56	1 18 Feb 56

CRL VOR	YIP-VOR	Direct	2000	T-dn	300-1	300-1	200-½
SVM VOR	YIP-VOR	Direct	2000	C-dn	500-1	500-1	500-1½
RML LFR	YIP-VOR	Direct	2000	S-dn-18	400-1	400-1	400-1
FRD RBN	YIP-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Park VHF Int	YIP-VOR	Direct	2000				
Bridgewater VHF Int	YIP-VOR	Direct	2200				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on Inbnd final approach crs at least 3.0 mi from Denton Int. Refer to Form ACA-511.5 (GCA) (Willow Run) if detailed information on sector altitudes is desired.

Procedure turn W side of crs, 345 Outbnd, 165 Inbnd, 2000' within 10 miles
Minimum Altitude over facility on final approach crs, Denton Int* 1500, 1100 over YIP TerVOR
*Denton Int, Int YIP R-345 & 90° brg to FRD RBN. (Omni and ADF receiver required unless radar fix obtainable at Denton Int.)
Crs and distance, breakoff point to app end rny 18, 182-.7 Denton Int to YIP-VOR, 165-3.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2000', proceed to Willis Int# or when directed by ATC, 1. Climb to 2300', proceed to Willow Run LOM. 2. Climb to 2300'; proceed to Wayne Major LOM. 3. Climb to 2000', proceed to CRL VOR.
#Willis Int, Int YIP R-195 and CRL R-330.
Major Changes: Transitions added from Park and Bridgewater VHF Int. Radar transition reworded. Minor crs revisions.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Willow Run 716'	VOR	YIP	TerVOR-18, Amdt 1, 31 May 1956	Orig, 23 Jul 55

CRL VOR	YIP-VOR	direct	2000	T-dn	300-1	300-1	200-½
SVM VOR	YIP-VOR	direct	2000	C-dn	500-1	500-1	500-1½
RML LFR	YIP-VOR	direct	2000	S-dn-22L	400-1	400-1	400-1
FRD RBN	YIP-VOR	direct	2000	A-dn	800-2	800-2	800-2
Park VHF Int	YIP-VOR	direct	2000				
Bridgewater VHF Int	YIP-VOR	direct	2200				

Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on Inbnd final approach crs at least 3.0 mi from Beacon Int. Refer to Willow Run Radar Procedure if detailed information on sector altitudes is desired.

Procedure turn N side of crs, 040 Outbnd, 220 Inbnd, 2000' within 10 mi
Minimum Altitude over facility on final approach crs, Beacon Int* 1500, 1100 over YIP TerVOR
* Beacon Int: Int SVM VOR 143-R & YIP R-040 (dual omni receivers required unless radar fix obtainable at Beacon Int.)
Crs and distance, breakoff point to app end rny 22L, 229-.5 Beacon Int to YIP-VOR, 220-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2000', proceed to Track Int # or when directed by ATC: 1. Climb to 2300', proceed to Willow Run LOM. 2. Make right turn, climb to 2500', proceed to SVM VOR on the SVM R-170. 3. Make left turn, climb to 2000', proceed to CRL VOR.
#Track Int, Int YIP R-240 & CRL R-325.
Major Changes: Transitions added from Park & Bridgewater VHF Intersections. Radar transitions revised. Minor crs revisions.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit,Mich	Willow Run 716'	VOR	YIP	TerVOR-22L, Amdt 2, 31 May 1956	1 17 Mar 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
CRL VOR	YIP-VOR	direct	2000	T-dn	300-1	300-1	200-½
SVM VOR	YIP-VOR	direct	2000	C-dn	500-1	500-1	500-1½
RML LFR	YIP-VOR	direct	2000	S-dn-27R	400-1	400-1	400-1
FRD RBN	YIP-VOR	direct	2000	A-dn	800-2	800-2	800-2
Park VHF Int	YIP-VOR	direct	2000				
Bridgewater VHF Int	YIP-VOR	direct	2200				

Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on Inbnd final approach crs at least 3.0 mi from Railroad Int. Refer to Willow Run Radar Procedure if detailed information on sector altitudes is desired.

Procedure turn N side of crs, 072 Outbnd, 252 Inbnd, 2000' within 10 mi
Minimum Altitude over facility on final approach crs, railroad Int* 1500, 1100 over YIP TerVOR
*Railroad Int, Int YIP R-072 & CRL R-005 (Dual omni receivers required unless radar fix obtainable at Railroad Int.)
Crs and distance, breakoff point to app end rny 27R, 272-.8 Railroad Int to YIP-VOR, 252-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0 miles, climb to 2000', proceed to YIP Int # or when directed by ATC: 1. Make right turn, climb to 2500', proceed to SVM VOR on R-170. 2. Make left turn, climb to 2300', proceed to YIP ILS LOM.
#YIP Int, Int YIP R-285 and SVM R-195.
Major Changes: Transitions added from Park and Bridgewater VHF INT. Radar transitions reworded.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit,Mich	Willow Run 716'	VOR YIP	TerVOR-27R, Amdt 1, 31 May 1956	Orig, 23 Jul 55

CRL VOR	YIP-VOR	direct	2000	T-dn	300-1	300-1	200-½
SVM VOR	YIP-VOR	direct	2000	C-dn	500-1	500-1	500-1½
RML LFR	YIP-VOR	direct	2000	S-dn-32	400-1	400-1	400-1
FRD RBN	YIP-VOR	direct	2000	A-dn	800-2	800-2	800-2
Park VHF Int	YIP-VOR	direct	2000				
Bridgewater VHF Int	YIP-VOR	direct	2200				

Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on Inbnd final approach crs at least 3.0 mi from Bellewille Int. Refer to Willow Run Radar Procedure if detailed information on sector altitudes is desired.

Procedure turn E side of crs, 150 Outbnd, 330 Inbnd, 2000 within 10 miles.
Minimum Altitude over facility on final approach crs, Belleville Int* 1500, 1100 over YIP TerVOR.
*Belleville Int, Int YIP R-150 & CRL R-360. (Dual omni receivers required unless radar fix obtainable at Belleville Int.)
Crs and distance, breakoff point to app end rny 32, 319-.7 Belleville Int to YIP-VOR, 330-4.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0 miles, climb to 2200, proceed to Ann Int#, or when directed by ATC: 1. Make right turn, climb to 2500', proceed to SVM VOR on the R-170. 2. Make left turn, climb to 2300' proceed to the YIP ILS LOM.
#Ann Int, Int YIP R-310 and SVM R-190
Major Changes: Transitions added from Park and Bridgewater VHF Int. Radar transitions reworded.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Willow Run 716'	VOR YIP	TerVOR-32, Amdt 2, 31 May 1956	1 11 Feb 56

CRL VOR	YIP-VOR	direct	2000	T-dn	300-1	300-1	200-½
SVM VOR	YIP-VOR	direct	2000	C-dn	500-1	500-1	500-1½
RML LFR	YIP-VOR	direct	2000	S-dn-36	400-1	400-1	400-1
FRD RBN	YIP-VOR	direct	2000	A-dn	800-2	800-2	800-2
Park VHF Int	YIP-VOR	direct	2000				
Bridgewater VHF Int	YIP-VOR	direct	2200				

Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on Inbnd final approach crs **at least 3 miles from Willis Int. Refer to** Willow Run Radar Procedure if detailed information on sector altitudes is desired.

Procedure turn E side of crs, 195 Outbnd, 015 Inbnd, 2000' within 10 miles.
Minimum Altitude over facility on final approach crs, Willis Int* 1500, 1100 over YIP TVOR
*Willis Int, Int YIP R-195 & CRL R-330 (Dual omni receivers required unless radar fix obtainable at Willis Int.)
Crs and distance, breakoff point to app end rny 36, 002-.7 Willis Int to YIP-VOR, 015-5.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0 mi, climb to 2000' proceed to Denton Int#, or when directed by ATC:
(1) make left turn, climb to 2500' - proceed to SVM VOR on R-170.
(2) climb to 2700' on back crs YIP ILS localizer to Midcraft Int.
(3) make right turn, climb to 2300' - proceed to RML LFR.
#Denton Int, Int YIP R-345 & 090° brng to FRD RBN.
Major Changes: Transitions added from Park & Bridgewater VHF Int. Radar transitions reworded.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit,Mich	Willow Run 716'	VOR YIP	TerVOR-36, Amdt 1, 31 May 1956	Orig 23 Jul 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Dothan LFR	DHN-VOR	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 230 Outbnd, 050 Inbnd, 1500 within 10 miles

Minimum Altitude over facility on final approach crs, LFR-Z 900*

*If LFR-Z not identified descent below 900 NA.

Crs and distance, breakoff point to app end rny 5, LFR-Z to Rny 5 050-3.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500 on R-050 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dothan, Ala	Municipal 330'	BTVOR DHN	TerVOR-5, Orig, 11 Feb 1956	None

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Dothan LFR	DHN-VOR	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 355 Outbnd, 175 Inbnd, 1500 within 10 miles

Minimum Altitude over facility on final approach crs, 900

Crs and distance, breakoff point to app end rny 16, 165-0.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1800 on R-175 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dothan, Ala	Municipal 330'	BTVOR DHN	TerVOR-16, Orig, 11 Feb 1956	None

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				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 043 Outbnd, 223 Inbnd, 1500 within 10 miles

Minimum Altitude over facility on final approach crs, 900

Crs and distance, breakoff point to app end rny 23, 226-0.1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500 on R-223 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dothan, Ala	Municipal 330'	BTVOR DHN	TerVOR-23, Orig, 11 Feb 1956	None

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FNO LFR	FNO-VOR	direct	1700	T-dn	300-1	300-1	200-½
5 mi DME fix R-308	FNO-VOR (Final)	direct	#700	C-dn	#500-1	#500-1	#500-1½
10 mi DME fix R-308	5 mi DME fix R-308	direct	1100	S-dn-11	#400-1	#400-1	#400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 308 Outbnd, 128 Inbnd, 1700 within 10 mi. NA beyond 10 mi.

Procedure turn not required with DME.

Minimum Altitude over facility on final approach crs, #700

#1100' MSL (800' ceiling) required if DME not available or if ADF bearing 184° to FNO LFR (abeam) not identified on Final.

Crs and distance, breakoff point to app end rny 11, 109-1.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2000' on R-128 within 20 miles

NOTE: Orbiting between 10 mi and 15 mi at 1700' authorized between radials 271 and 312 in either direction.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fresno, Calif	Air Terminal 331'	BVOR FNO	TerVOR-11, Amdt 1, 2 Jun 1956	Orig 5 May 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
FNO LFR	FNO-VOR	direct	1700	T-dn	300-1	300-1	200-½
5 mi DME fix R-096	FNO-VOR (Final)	direct	#700	C-dn	500-1	500-1	500-1½
				S-dn-29#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 096 Outbnd, 276 Inbnd, 1700' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, #700
#800 MSL (500' ceiling) required without DME if ADF bearing 186° to FNO LOM (abeam) not identified on Final.
Crs and distance, breakoff point to app end rny 29, 289-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2000' on R-276 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Fresno, Calif	Air terminal 331'	BVOR	FNO	TerVOR-29, Amdt 2, 2 Jun 1956	1	5 May 1956

25 mi, R-231	10 mi fix#, R-231	direct	2100	T-dn	300-1	300-1	200-½
10 mi, R-231	5 mi fix#, R-231	direct	1500	C-dn	400-1	500-1	500-1½
5 mi fix#, R-231	airport (Final)	direct	500	S-dn-3	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

ALL PROCEDURES: #Fixes may be determined by either DME or Radar. Radar terminal area maneuvering altitude all directions 2200' within 20 mi.

Procedure turn S side, 231 Outbnd, 051 Inbnd, 2100 within 10 miles**
** When authorized by ATC, DME may be used within 10 mi at 2200' orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
*After completion of procedure turn, descent below 1500' not authorized until passing 5 mile DME or Radar Fix.
Crs and distance, breakoff point to app end rny 3, 036-.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1600' on R-036 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Houston, Texas	International 50'	BVOR	DME	TerVOR-3, Amdt 2, 20 Apr 1956	1	4 Feb 56

25 mi, R-298	10 mi fix#, R-298	direct	1800	T-dn	300-1	300-1	200-½
10 mi, R-298	5 mi fix#, R-298	direct	1500	C-dn	400-1	500-1	500-1½
5 mi fix#, R-298	airport (final)	direct	500	S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Fixes may be determined by either DME or Radar. Radar Terminal Area maneuvering altitude all directions 2200' within 20 miles.

Procedure turn W side, 298 Outbnd, 118 Inbnd, 1800 within 10 miles **
**When authorized by ATC, DME may be used within 10 miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
*After completion of procedure turn, descent below 1500' not authorized until passing 5 mile DME or Radar Fix.
Crs and distance, breakoff point to app end rny 12, 126-.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1700' on R-134 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Houston, Texas	International 50'	BVOR	DME	TerVOR-12, Amdt 2, 20 Apr 1956	1	4 Feb 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
25 mi, R-326	10 mi fix#, R-326	direct	1800	T-dn	300-1	300-1	200-½
10 mi, R-326	5 mi fix#, R-326	direct	1500	S-dn-17	400-1	400-1	400-1
5 mi fix#, R-326	airport (final)	direct	500	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

#Fixes may be determined by either DME or Radar. Radar Terminal Area maneuvering altitude all directions 2200' within 20 miles.

Procedure turn W side, 326 Outbnd, 146 Inbnd, 1800 within 10 miles**
** When authorized by ATC, DME may be used within 10 miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
*After completion of procedure turn, descent below 1500' not authorized until passing 5 mile DME or Radar Fix.
Crs and distance, breakoff point to app end rny 17, 171-1.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1700' on R-134 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houston, Texas	International 50'	BVOR DME	TerVOR-17, Amdt 2, 20 Apr 1956	1 4 Feb 56

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25 mi, R-017	5 mi fix#, R-017	direct	1500	T-dn	300-1	300-1	200-½
5 mi fix#, R-017	airport (final)	direct	500	C-dn	400-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Fixes may be determined by either DME or Radar. Radar Terminal Area maneuvering altitude all directions 2200' within 20 miles.

Procedure turn W side, 017 Outbnd, 197 Inbnd, 1500 within 10 miles**
**When authorized by ATC, DME may be used within 10 miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
*After completion of procedure turn, descent below 1500' not authorized until passing 5 mi DME or Radar Fix.
Crs and distance, breakoff point to app end rny 21, 216-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2100' on R-218 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houston, Texas	International 50'	BVOR DME	TerVOR-21, Amdt 2, 20 Apr 1956	1 4 Feb 56

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25 mi, R-141	10 mi fix#, R-141	direct	2200	T-dn	300-1	300-1	200-½
10 mi, R-141	5 mi fix#, R-141	direct	1500	C-dn	400-1	500-1	500-1½
5 mi fix#, R-141	airport (final)	direct	500	S-dn-30	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Fixes may be determined by either DME or radar. Radar Terminal Area maneuvering altitude all directions 2200' within 20 miles.

Procedure turn E side, 141 Outbnd, 321 Inbnd, 2200 within 10 miles**
**When authorized by ATC, DME may be used within 10 miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
*After completion of procedure turn, descent below 1500' not authorized until passing 5 mi DME or Radar Fix.
Crs and distance, breakoff point to app end rny 30, 306-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1800' on R-306 within 20 mi

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houston, Texas	International 50'	BVOR DME	TerVOR-30, Amdt 2, 20 Apr 1956	1 4 Feb 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
25 mi, R-199	5 mi Fix#, R-199	direct	1500	T-dn	300-1	300-1	200-½
5 mi fix#, R-199	airport (final)	direct	500	C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Fixes may be determined by either DME or Radar. Radar Terminal Area maneuvering altitude all directions 2200' within 20 miles

Procedure turn E side, 199 Outbnd, 019 Inbnd, 2200' within 10 miles **
**When authorized by ATC, DME may be used within 10 miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
* After completion of procedure turn, descent below 1500' not authorized until passing 5 mi DME or Radar Fix.
Crs and distance, breakoff point to app end rny 35, 351-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1600' on R-009 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Houston, Texas	International 50'	BVOR	DME	TerVOR-35, Amdt 2, 20 Apr 1956	1	4 Feb 56

Huntsville VOR	HUA-VOR	direct	2500	T-dn	300-1	300-1	300-1
				S-d-17	500-1	500-1	500-1
				S-n-17	600-2	600-2	600-2
				C-d	900-1	900-1	900-1½
				C-n	900-2	900-2	900-2
				A-dn	1000-2	1000-2	1000-2

Procedure turn W side of crs, 351 Outbnd, 171 Inbnd, 2500 within 10 miles
Minimum Altitude over facility on final approach crs, Abeam Rbn 2000 # VOR 1200
#If Rbn not received descent below 2000 NA.
Crs distance, breakoff point to app end rny 17, 167-.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, turn right and climb to 2500 on R-351
NOTE: Military authority required. Airport not available to the general public.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Huntsville, Ala	Redstone (Army) 679'	VOR	HUA	TerVOR-17, Orig 22 Dec 1956	None

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				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 221 Outbnd, 041 Inbnd, 3700 within 10 miles
Minimum Altitude over facility on final approach crs, 2700'
Crs and distance, breakoff point to app end rny 5, 045-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 4000' on R-041 within 15 miles
Major Changes: Missed approach altitude revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Johnstown, Pa	Johnstown 2284'	VOR	JST	TerVOR-5, Amdt1, 21 May 1955	Orig	22 Jan 55

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-5			500-1
				A-dn	1000-2	1000-2	1000-2

Procedure turn S side of crs, 228 Outbnd, 048 Inbnd, 1300 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, breakoff point to app end rny 5, 043-.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500 on R-090 within 15 miles. Weather, communications and airport lighting service at this airport not aivailable to the general public.
NOTE: Non-air carrier flights contact Tampa ARTC for approach clearance or on missed approach. May be authorized only for air carriers having approval of their arrangement for weather, communications and airport lighting service at this airport.
Major Changes: Revise non-air carrier minima

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Lakeland, Fla	Drane 142'	*VOR	LAL	TerVOR-5, Amdt 1, 7 Jan 1956	Orig	1 Jun 54

*Facility is category 3.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Lancaster Int	LRP-VOR	direct	2000	T-dn	300-1	300-1	
Lancaster Rbn	LRP-VOR	direct	2000	C-dn	500-1	600-1	
Landisville Int*	LRP-VOR (Final)	direct	#800	S-dn-8	400-1	400-1	
				A-dn	800-2	800-2	

*Int LRP R-262 and HAR R-115 or 133 brng to LRP Rbn.

Procedure turn S side of crs, 262 Outbnd, 082 Inbnd, 2000' within 10 miles,
Minimum Altitude over facility on final approach crs, #800
#Maintain 1200 until after passing Landisville Int. If aircraft not equipped to identify Landisville Int*, ceiling minimum of 800 is applicable for landing.
Crs and distance, breakoff point to app end rny 8, 076-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2000 on R-082 within 10 miles and return to VOR at 2000'
CAUTION: 1490' tower 17 mi SW of airport. Do not descend below 2000 on final approach until past HAR R-120.
NOTE: Facility owned and operated by the Lancaster Airport Authority.
Major Changes: Revises straight-in landing minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lancaster, Pa	Municipal 403'	VOR LRP	TerVOR-8, Amdt 1, 21 Jul 1956	Orig 5 May 56

Lancaster Rbn or Int	LRP-VOR	direct	2000	T-dn	300-1	300-1	
Manheim Int*	LRP-VOR (Final)	direct	#900	C-dn	500-1	600-1	
				S-dn-13	500-1	500-1	
				A-dn	800-2	800-2	

*Int LRP R-300 and 188° brng to LRP Rbn.

Procedure turn S side of crs, 300 Outbnd, 120 Inbnd, 2000 within 10 mi of Manheim Int.
Minimum Altitude over facility on final approach crs, #900
#Maintain 1400' until after passing Manheim Int. If aircraft not equipped to receive Manheim Int, ceiling minimum of 1000' is applicable for landing.
Crs and distance, breakoff point to app end rny 13, 128-.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2000' on R-120 within 10 mi and return to LRP VOR at 2000'.
NOTE: Facility owned and operated by the Lancaster Airport Authority

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lancaster, Pa	Municipal 403'	VOR LRP	Ter-VOR-13, Orig, 5 May 1956	None

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Lancaster Rbn	LRP-VOR	direct	2000	T-dn	300-1	300-1	
Lancaster Int	LRP-VOR	direct	2000	C-dn	500-1	500-1	
				A-dn	800-2	800-2	

Procedure turn N side of crs, 136 Outbnd, 316 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 900
Crs and distance, breakoff point to app end rny 31, 307-.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2000 on 316 within 10 miles. Make left turn and return to LRP VOR at 2000'.
NOTE: Facility owned and operated by the Lancaster Airport Authority.
Major Changes: Revises landing minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lancaster, Pa	Municipal 403'	VOR LRP	TerVOR-31, Amdt 1, 21 Jul 1956	Orig 5 May 56

Macon LFR	MCN-VOR	direct	1600	T-dn	300-1	300-1	200-½
Robins Rbn	MCN-VOR	direct	1600	C-dn	500-1	500-1	500-1½
Int SW crs MCN LFR & MCN R-230	MCN-VOR	direct	1600	S-dn-31#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 119 Outbnd, 299 Inbnd, 1800 within 10 miles
Minimum Altitude over facility on final approach crs, 800#
#Maintain 900' MSL until after passing abeam WRB Rbn Inbnd on final
Crs and distance, breakoff point to app end rny 31, 309-.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1900' on R-329 within 20 miles
Major Changes: Variation change. Missed approach on enroute radial.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Macon, Ga	Macon (Cochran) 354'	BVOR MCN	TerVOR-31, Amdt 1, 28 Apr 1956	Orig 16 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Idlewild LFR	IDL-VOR	direct	1500	T-dn	300-1	300-1	200-½
LaGuardia LFR	IDL-VOR	direct	1500	C-dn	600-1	600-1	600-1½
New Rochelle Rbn	IDL-VOR	direct	1500	S-dn-1	600-1	600-1	600-1
Glen Cove Rbn	IDL-VOR	direct	1500	A-dn	800-2	800-2	800-2
Mitchel LFR	IDL-VOR	direct	1500				
Paterson Rbn	IDL-VOR	direct	2500				
Scotland MH	Edgemer Int	direct	1300				

Terminal Area Radar Transition Altitudes: all directions 2500' within 25 miles, E of the NE-SW crs of the LaGuardia LFR, 1500' within 15 miles.

Procedure turn E side of crs, 185 Outbnd, 005 Inbnd, 1300 within 10 miles of Edgemere Int
Minimum Altitude over facility on final approach crs, 1300 over Edgemere Int. 600 over VOR
Crs and distance, breakoff point to app end rny 1, 013-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make a right climbing turn to 130 intersecting the SW crs Mitchel LFR and proceed to the Long Beach Int. Contact Idlewild Approach Control for further instructions.
Major Changes: Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
New York, N Y	International 12'	VOR	IDL	TerVOR-1, Amdt 2, 8 Dec 1956	1	1 Mar 55

Idlewild LFR	IDL-VOR	direct	1500	T-dn	300-1	300-1	200-½
LaGuardia LFR	IDL-VOR	direct	1500	C-dn	600-1	600-1	600-1½
New Rochelle MHW	IDL-VOR	direct	1500	S-dn-4	600-1	600-1	600-1
Glen Cove MHW	IDL-VOR	direct	1500	A-dn	800-2	800-2	800-2
Mitchel LFR	IDL-VOR	direct	1500				
Paterson MHW	IDL-VOR	direct	2500				
Scotland MHW	IDL-VOR	direct	1500				

Terminal Area Radar Transition Altitudes: all directions 2500' within 25 miles, E of the NE-SW crs of the LaGuardia LFR, 1500' within 15 miles.

Procedure turn E side of crs, 240 Outbnd, 060 Inbnd, 1300 within 10 miles
Minimum Altitude over facility on final approach crs, 600
Crs and distance, breakoff point to app end rny 4, 043-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make a right climbing turn to 130 intersecting the SW crs Mitchel LFR and proceed to the Long Beach Int. Contact Idlewild Approach Control for further instructions.
CAUTION: Straight-in landing minimums do not provide standard clearance over 278' stack 1.7 mi SSE of airport.
Major Changes: Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
New York, N Y	International 12'	VOR	IDL	TerVOR-4, Amdt 2, 8 Dec 1956	1	21 May 55

Idlewild LFR	IDL-VOR	direct	1500	T-dn	300-1	300-1	200-½
LaGuardia LFR	IDL-VOR	direct	1500	C-dn	500-1	500-1	500-1½
New Rochelle MHW	IDL-VOR	direct	1500	S-dn-22	400-1	400-1	400-1
Glen Cove MHW	IDL-VOR	Direct	1500				
Mitchel LFR	IDL-VOR	direct	1500	A-dn	800-2	800-2	800-2
Paterson MHW	IDL-VOR	direct	2500				
Scotland MHW	IDL-VOR	direct	1500				

Terminal Area Radar Transition Altitudes: all directions 2500' within 25 miles; E of the NE-SW crs of the LaGuardia LFR, 1500' within 15 miles.

Procedure turn #E side of crs, 034 Outbnd, 214 Inbnd, 1500 within 10 miles
#Procedure turn conducted E to avoid LaGuardia Traffic.
Minimum altitude over facility on final approach crs, 1000 over Elmont FM, 400 over VOR.
Crs and distance, breakoff point to app end rny 22, 223-0.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500' on R-223 and proceed to Scotland Int. Contact Idlewild Approach Control for further instructions.
CAUTION: Circling minimums do not provide standard clearance over airport control tower and 278' stack 1.7 mi SSE of airport. Straight-in landing minimums do not provide standard clearance over 290' tank 4½ mi NE of the airport.
Major Changes: Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
New York, N Y	International 12'	VOR	IDL	TerVOR-22, Amdt 2, 8 Dec 1956	1,	21 May 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Idlewild LFR	IDL-VOR	direct	1500	T-dn	300-1	300-1	200-½
LaGuardia LFR	IDL-VOR	direct	1500	C-dn	500-1	500-1	500-1½
New Rochelle MHW	IDL-VOR	direct	1500	S-dn-25L	400-1	400-1	400-1
Glen Cove MHW	IDL-VOR	direct	1500	A-dn	800-2	800-2	800-2
Mitchel LFR	IDL-VOR	direct	1500				
Paterson MHW	IDL-VOR	direct	2500				
Scotland MHW	IDL-VOR	direct	1500				

Procedure turn #E side of crs, 052 Outbnd, 232 Inbnd, 1500 within 10 miles
#Procedure turn conducted E to avoid LaGuardia traffic.
Crs and distance, breakoff point to app end rny 25L, 253-.8
Minimum Altitude over facility on final approach crs, 1000 over Elmont FM, 400 over VOR
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500 on R-223 and proceed to Scotland Int. Contact IDL Approach Control for further instructions.
CAUTION: Circling minimums do not provide standard clearance over airport control tower and 278' stack 1.7 mi SSE of airport.
NOTE: Straight-in landing minimums do not provide standard clearance over 290' tank 4½ mi NE of the airport.
Major Changes: Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
New York, N Y	International 12'	VOR	IDL	TerVOR-25L, Amdt 2, 8 Dec 1956	1	21 May 55

Shelton - RBN	OLM-VOR	direct	2000	T-dn	300-1	300-1	200-½
Tenino Int	OLM-VOR	direct	2000	C-d	1000-1	1000-1	1000-1½
Int Olympia R-358 and Seattle R-225	OLM-VOR	direct	2000	C-n	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

Procedure turn E side of crs, 316 Outbnd, 136 Inbnd, 2000 within 10 miles. Procedure turn E side for more favorable terrain.
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, breakoff point to app end rny 13, 133-0.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2000 on R-162 within 15 miles, or when directed by ATC, turn left, climb to 3000' on R-314 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Olympia, Wash	Olympia 205'	BVOR	OLM	TerVOR-13, Orig, 2 Jul 1955	None	

Shelton RBN	OLM-VOR	direct	2000	T-d	300-1	300-1	200-½
Tenino Int	OLM-VOR	direct	2000	C-d	900-1	900-1	900-1½
Int Olympia R-358 and Seattle R-225	OLM-VOR	direct	2000	C-n	900-2	900-2	900-2
				A-dn	900-2	900-2	900-2

Procedure turn W side of crs, 345 Outbnd, 165 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1100
Crs and distance, breakoff point to app end rny 17, 168-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2000 on R-162 within 15 miles; or, when directed by ATC, turn left, climb to 3000' on R-314 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Olympia, Wash	Olympia 205'	BVOR	OLM	TerVOR-17, Orig, 2 Jul 55	None	

Shelton RNB	OLM-VOR	direct	2000	T-dn	300-1	300-1	200-½
Tenino Int	OLM-VOR	direct	2000	C-d	700-1	700-1	700-1½
Int Olympia R-358 & Seattle R-225	OLM-VOR	direct	2000	C-n	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 172 Outbnd, 352 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 900
Crs and distance, breakoff point to app end rny 35, 348-0.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 3000' onR314 within 20 miles; or when directed by ATC, turn right, climb to 2000' on R-162 within 15 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Olympia, Wash	Olympia 205'	BVOR	OLM	TerVOR-35, Orig, 2 Jul 1955	None	

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Orlando LFR	ORL-VOR	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	*500-1	*500-1	*500-1½
				S-dn	400-1	*400-1	*400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 125 Outbnd, 305 Inbnd, 1300 within 10 miles.
Minimum Altitude over facility on final approach crs, *500
*If ILS-OM not identified on final descent below 700' MSL NA.
Crs and distance, breakoff point to app end rny 31, 310-0.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1700 on R-305 within 20 miles
CAUTION: Obstruction 319' MSL 2 mi W of airport.
Major Changes: New procedure

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Orlando, Fla	Orlando 115'	BVOR	ORL	TerVOR-31, Orig, 20 Aug 1955	None

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Red Hill FM	ROA-VOR (Final)	direct	2700	#T-dn	1000-2	1000-2	
				C-d	1500-2	1500-2	
				#C-n	2000-2	2000-2	
				#A-dn	2500-2	2500-2	

#Take-offs on Runway 33 and landings on Runway 15 NA at night.

Procedure turn E side S crs, 169 Outbnd, 349 Inbnd, 4600 within 10 mi of Red Hill FM.
Minimum Altitude over facility on final approach crs, 4600' over Red Hill FM. 2700' after passing Red Hill FM*. Red Hill FM to VOR 349-9.3
*After passing Red Hill FM, descend to authorized minimums.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.9 miles after passing Red Hill FM, climb to 5000' on crs of 349 within at least 500' per min. rate of climb. Return to ROA VOR at 5000', or if unable to maintain 500' per min. rate of climb, notify ATC and make right climbing turn, climbing to 5000' on R-169
AIR CARRIER NOTE: Sliding scale N.A. No reduction in landing minimums authorized due to local visibility conditions.
Major Change: Adds Air Carrier Note.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Roanoke, Va	Woodrum Field 1174'	VOR	ROA	TerVOR-35, Amdt 1, 17 Dec 1955	Orig 8 Oct 55

Rush Int	3 mi fix R-180	direct	1200	T-dn	300-1	300-1	200-½
3 mi fix	Runway 1 R-180 (Final)	direct	1000*	*C-dn	500-1	600-1	600-1½
Rush Int	ROC-VOR (Final)	direct	1200*	*S-dn-1	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 180 Outbnd, 360 Inbnd, 1900 within 10 miles. Procedure turn not required with DME.
Minimum Altitude over facility on final approach crs, *1000
*Ceiling minimum of 600' applicable without DME (1200' MSL).
Crs and distance, breakoff point to app end rny 1, 007-.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2000' on R-360, or when requested by ATC, make a left climbing turn, return to Rush Int at 2000'.
AIR CARRIER NOTE: Take-off on Runway 12 and landing on Runway 30 not authorized.
Major Changes: Adds minimums for aircraft with more than 2-engine.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rochester, N Y	Monroe County 560'	VOR	ROC	TerVOR-1, Amdt 3, 18 Feb 1956	2 28 Jan 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
TPA-LFR	TPA-VOR	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 338 Outbnd, 158 Inbnd, 1300 within 10 mi
Minimum Altitude over facility on final approach crs, 700 over Harbor FM, 400 over VOR.
Crs and distance, breakoff point to app end rny 17, 170-0.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles after passing turn right, climb to 1500 on R-270 within 20 miles
NOTE: If Harbor FM not received on final, descent below 700' NA.
Major Changes: Adds Harbor FM. Lowers regular straight-in and circling ceiling minima.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
St.Petersburg,Fla	Pinellas County 10'	VOR TPA	TerVOR-17,Amdt1, 17 Mar 1956	Orig 16 Jun 55

Rochester LFR	ROC-VOR	direct	1900	T-dn	300-1	300-1	200-½
10 mi fix	5 mi fix R-287	direct	1100	C-dn	500-1	600-1	600-1½
5 mi fix	Runway 10 R-287	direct	1000*	*S-dn-10	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 287 Outbnd, 108 Inbnd, 1900 within 10 miles. Procedure turn not required with DME.
Minimum Altitude over facility on final approach crs, *1000
*500' ceiling required without DME (1100' MSL)
Crs and distance, breakoff point to app end rny 10, 096-.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2000' on R-107 within 10 miles
AIR CARRIER NOTE: Take-off on Runway 12 and landing on runway 30 not authorized.
Major Changes: Incorporates DME

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rochester, N Y	Monroe County 560'	VOR ROC	TerVOR-10,Amdt 3, 28 Jan 1956	2 15 Jan 54

				T-dn	300-1	300-1	300-1
				C-dn	500-1	500-2	500-2
				S-d-4	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 218 Outbnd, 038 Inbnd, 1500' within 10 miles
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, breakoff point to app end rny 4, 044 - 0.25
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500' on R-038 SBY within 10 miles
AIR CARRIER NOTE: Restricted to aircraft of 65 knots or less, 2 eng or less.
NOTE: Lights available on Runways 13 - 31 only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Salisbury,Md	Wicomico Co. 52'	BVOR-DME SBY	TerVOR-4, Amdt 1, 19 Nov 53	Orig 22 Sept 53

				T-dn	300-1	300-1	300-1
				C-dn	500-1	500-2	500-2
				S-d-22	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn W side crs, 050 Outbnd, 230 Inbnd, 1500' within 10 miles
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, breakoff point to app end rny 22, 224 - 0.25
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500' on R-230 SBY within 10 miles
AIR CARRIER NOTE: Restricted to aircraft of 65 knots or less, 2 eng or less.
NOTE: Lights available on Runways 13 - 31 only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Salisbury,Md	Wicomico Co. 52'	BVOR-DME SBY	TerVOR-22, Amdt 1, 19 Nov 53	Orig 22 Sept 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	300-1
				C-dn	500-1	500-2	500-2
				S-dn-31	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn N side crs, 124 Outbnd, 304 Inbnd, 1500' within 10 miles
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, breakoff point to app end rny 31, 314 - 0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500' on R-304 SBY within 10 miles
AIR CARRIER NOTE: Restricted to aircraft of 65 knots or less, 2 eng or less.
NOTE: Lights available on Runways 13 - 31 only.

City and State Salisbury, Md — Airport Name & Elev. Wicomico Co. 52' — Fac. Class & Ident. BVOR-DME SBY — Procedure No. & Eff. Date TerVOR-31, Amdt 1, 19 Nov 53 — Sup. Amdt. No. Dated Orig 22 Sept 53

San LFR	SAN-VOR	direct	1500	T-dn	300-1	300-1	#200-½
SDA VOR	SAN-VOR	direct	1500	C-dn	800-2	800-2	800-2
LaJolla FM	SAN-VOR R-280 at 5 mi from SAN VOR	190*-5.0	1500	S-dn-Ry9	600-1	600-1	600-1
Coronado RBN-FM	SAN-VOR	direct	1500	A-dn	800-2	800-2	800-2
Jamul RBN	SAN-VOR	direct	3600				
Lemon Grove Int	SAN-VOR	direct	2500				

#300-1 required for take-off on all runways except #27
*On La Jolla transition recommended that aircraft cross TVOR final approach R on 190 heading, then execute approximately 270 clockwise turn to Inbnd crs of 100.

Procedure turn S side crs, 280 Outbnd, 100 Inbnd, 1500 within 8 miles. Beyond 8 mi NA. (Warning Area)
Minimum Altitude over facility on final approach crs, 600**
**Descent below 700' MSL not authorized until over Loma Portal "H".
Crs and distance, breakoff point to app end rny 9, 091-1.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 3000 on SAN VOR R-137 or on SE crs SAN LFR within 11 miles (Mexican Border)

City and State San Diego, Calif — Airport Name & Elev. Lindbergh Field 15' — Fac. Class & Ident. VOR SAN — Procedure No. & Eff. Date TerVOR-9, Orig, 7 Jun 1956 — Sup. Amdt. No. Dated None

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Stinson Beach Int	SFO-VOR	direct	2500	T-dn	300-1	300-1	#200-½
Half Moon Bay Int	SFO-VOR	direct	3000	C-dn	500-1	600-1	600-1½
Richmond VHF Int	SFO-VOR	direct	2500	S-dn	500-1	500-1	500-1
AGN VOR	SFO-VOR	direct	2500	A-dn	800-2	800-2	800-2
Fremont FM-HW	SFO-VOR	direct	2500				
OAK VOR	Int R-224 OAK and R-011 SFO	direct	2000				
Int of R-224 OAK and R-011 SFO	SFO-VOR (Final)	direct	500				

#300-1 required for take-off runway 19 L-R

Procedure turn E side 011 Outbnd, 191 Inbnd, or teardrop type 036 Outbnd, 191 Inbnd, 1000 within 5 miles. Beyond 5 mi (N of AGW 301 R) NA.
Minimum Altitude over facility on final approach crs, 500
Crs and distance, breakoff point to app end rny 19, 191, final approach crs paralle and between rnys 19 L-R
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, immediate left climbing turn to 2000' on R-101 within 10 miles
NOTE: Circling minimums do not provide standard clearance W and SW of airport. This approach predicated on radar monitoring.
Major Changes: Change names of facilities

City and State San Francisco, Calif — Airport Name & Elev. International 11' — Fac. Class & Ident. VOR SFO — Procedure No. & Eff. Date TerVOR-19 L-R, Amdt 1, 28 Jun 56 — Sup. Amdt. No. Dated Orig 9 Jun 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Stinson Beach Int	SFO-VOR	direct	2500	T-dn	300-1	300-1	*200-½
Half Moon Bay Int	SFO-VOR	direct	3000	C-dn	500-1	600-1	600-1½
Richmond VHF Int	SFO-VOR	direct	2500	S-dn	400-1	400-1	400-1
AGW VOR	SFO-VOR	direct	2500	A-dn	800-2	800-2	800-2
OAK VOR	SFO-VOR	direct	2500				
Fremont FM-HW	SFO-VOR	direct	2500				
VSF VOR	SFO LOM (Final)	direct	1700				

*300-1 required for take-off Rny 19 L-R

Procedure turn, no procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with and within the confines of the SFO LOM holding pattern (one minute, left turns, 2000' min. Alt.); final appr crs: 101 Outbnd 281 Inbnd.
Minimum Altitude over facility on final approach crs, 400'
Crs and distance, breakoff point to app end rny 28, 281 final approach crs parallel and between rnys 28 L-R
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 3000' on R-292 within 20 miles
NOTE: Circling minimums do not provide standard clearance W and SW of airport.
Major Changes: Change names of facilities. Missed approach altitude changed.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Francisco, Calif	International 11'	VOR SFO	TerVOR-28L-R, Amdt 1, 28 Jun 56	Orig 9 Jun 56

N Philadelphia LFR	TTN-VOR	direct	1500	T-dn	300-1	300-1	
Bellemead Int	TTN-VOR	direct	1500	C-dn	600-1	600-1	
Colts Neck VOR	TTN-VOR	direct	1500	S-dn-6	600-1	600-1	
Int crs 50	Trenton VOR & NW crs McGuire LFR (Final)	direct	800	A-dn	800-2	800-2	

Procedure turn E side of crs, 230 Outbnd, 050 Inbnd, 1400 within 10 miles
Minimum Altitude over facility on final approach crs, 800
Crs and distance, breakoff point to app end rny 6, 056-.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb straight ahead to 1000', make a left climbing turn, return to N Philadelphia LFR at 1500'.
NOTE: Facility owned and operated by Mercer County

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Trenton, N J	Mercer County 213'	VOR TTN	TerVOR-6, Orig, 17 Dec 1955	None

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N Philadelphia LFR	TTN-VOR	direct	1500	T-dn	300-1	300-1	
Bellemead Int	TTN-VOR	direct	1500	C-dn	700-1	700-1	
Colts Neck VOR	TTN-VOR	direct	1500	S-dn-16	700-1	700-1	
				A-dn	800-2	800-2	

Procedure turn W side of crs, 344 Outbnd, 164 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 900
Crs and distance, breakoff point to app end rny 16, 156-.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb straight ahead to 1000', make a right climbing turn and proceed to N Philadelphia LFR at 1500'.
NOTE: Facility owned and operated by Mercer County

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Trenton, N J	Mercer County 213'	VOR TTN	TerVOR-16, Orig, 17 Dec 1955	None

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				T-dn	400-1	400-1	400-1
				C-dn	500-1	500-1	500-1½
				S-dn-9	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 280 outbnd, 100 Inbnd, 10000' within 10 miles.
Minimum Altitude over facility on final approach crs, 500'
Crs and distance, breakoff point to app end rny 9, 093-.5#
#Approximately over AXX MHW.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500 on R-100 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wake Island	Wake Airport 10'	VOR AWK	TerVOR-9, Orig, 16 Jun 1956	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	400-1	400-1	400-1
				C-dn	500-1	500-1	500-1½
				S-dn 27	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs 090 Outbnd, 270 Inbnd, 1000' within 10 mi.
Minimum altitude over facility on final crs, 500'
Crs and distance, breakoff point to app end rny 27, 273-.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
within 0 mi, climb to 1500' on R-270 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wake Island	Wake, 10'	VOR AWK	Ter.VOR-27, Orig. 16 Jun 56	None

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ALW-LFR	ALW-VOR	direct	3000	T-dn	300-1	300-1	200-½
Lamar Int	ALW-VOR	direct	3000	C-dn	600-1	600-1	600-1½
Weston Int	ALW-VOR	direct	3800	A-dn	800-2	800-2	800-2

Procedure turn, W side of crs, 334 Outbnd, 154 Inbnd, 3000 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 2500' over W crs ALW-LFR, *1800 over VOR.
*2500' over VOR if W crs ALW-LFR not received.
Crs and distance, breakoff point to app end rny 16, 159-0.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 3500' on R-183 within 15 miles or, when requested by ARTC, make climbing right turn, hold at 3000' in left turn holding pattern on SW crs ALW-LFR.
CAUTION: High terrain E of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Walla Walla, Wash	Walla Walla City-	VORW ALW	TerVOR-16, Orig, 4 Aug 1956	None

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ALW-LFR	ALW-VOR	direct	3000	T-dn	300-1	300-1	200-½
Lamar Int	ALW-VOR	direct	3000	C-dn	700-1	700-1	700-1½
Weston Int	ALW-VOR	direct	3800	A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 019 Outbnd, 199 Inbnd, 3800' within 10 miles
Minimum Altitude over facility on final approach crs, 2900' over E crs ALW-LFR, *1900' over VOR
*2900' over VOR if E crs ALW-LFR not received.
Crs and distance, breakoff point to app end rny 20, 197-0.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 3500 on R-183 within 15 miles or, when requested by ARTC, make climbing right turn, hold at 3000' in left turn holding pattern on SW crs ALW-LFR.
CAUTION: High terrain E of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Walla Walla, Wash	Walla Walla City-County 1205'	VORW ALW	TerVOR-20, Orig, 4 Aug 1956	None

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Springfield MHW	DCA-VOR	direct	1800	T-dn	300-1	300-1	200-½
Herndon VOR	DCA-VOR	direct	1800	C-dn	600-1	600-1	600-1½
Andrews LFR	DCA-VOR	direct	1500	S-dn 15,18	500-1	500-1	500-1
Washington LFR	DCA-VOR	direct	1500	A-dn	800-2	800-2	800-2

Radar transition altitudes: 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 mi of the Washington National Airport; 2500' in all quadrants within 40 mi exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown.

Procedure turn, S side, 327 Outbnd, 147 Inbnd, 1800 within 10 miles of Georgetown MHW
Minimum Altitude over facility on final approach crs, GTN MHW 1300', descend to landing minimums after passing Georgetown MHW on crs 147°.
Crs and distance, breakoff point to app end rny 15, 150-3.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1000' on crs 150°, make a right turn and proceed to Washington LFR at 1500, or as directed by ATC to 1) Herndon VOR at 2800, or 2) Springfield MHW at 2000, or 3) return to Georgetown MHW at 1800'. Additional missed approach procedures, climb to 1000 on crs 150 and as directed by ATC, proceed to 4) Riverdale MHW at 1500, or 5) Andrews LFR climbing to 3500'.
CAUTION: Standard clearance not provided over obstructions in final approach area and within circling area of airport.
Major Changes: Missed approach altitudes and procedures revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Washington, D C	National 16'	VOR DCA MHW GTN	TerVOR-15, Amdt 4, 8 Jan 1955	3 20 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Springfield MHW	DCA-VOR	direct	1800	T-dn	300-1	300-1	200-½
Herndon VOR	DCA-VOR	direct	1800	C-dn	700-1	700-1	700-1½
Andrews LFR	DCA-VOR	direct	1500	S-dn-21	700-1	700-1	700-1
Washington LFR	DCA-VOR	direct	1500	A-dn	800-2	800-2	800-2
Abeam Riverdale MHW	DCA-VOR (Final)	direct	#700	T-dn	300-1	300-1	200-½

(Final approach crs may be intercepted from 219° crs from Riverdale MHW)
Radar transition altitudes; 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 mi of the Washington National airport; 2500 in all quadrants within 40 mi exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown.

Procedure turn E side, 054 Outbnd, 234 Inbnd, 1600 within 10 mi of Riverdale MHW. Procedure turn conducted E to avoid restricted areas.
Minimum Altitude over facility on final approach crs, #700
#Maintain 1000 until after passing Riverdale MHW.
Crs and distance, breakoff point to app end rny 21, 213-0.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500 on crs of 234 and proceed to Washinton LFR at 1500 or as directed by ATC, to 1) Herndon VOR at 2800 or 2) Springfield MHW at 2000, or 3) Andrews LFR at 3500. Additional instructions which may be issued by ATC; if unable to proceed from Riverdale MHW with 3 mi visibility and free of all clouds, make a right climbing turn to 039 and remain in the Riverdale holding pattern at 1500.
CAUTION: Standard clearance not provided over obstructions in final approach area and within circling area of airport.
Major Changes: Missed approach procedure revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Washington, D C	National 16'	VOR MHW	DCA RVD	TerVOR-21, Amdt 3, 8 Jan 1955	2	20 Jun 54

Springfield MHW	DCA-VOR	direct	1800	T-dn	300-1	300-1	200-½**
Herndon VOR	DCA-VOR	direct	1800	C-dn	600-1	600-1	600-1½
Andrews LFR	DCA-VOR	direct	1500	S-dn-33	500-1	500-1	500-1
Washington LFR	DCA-VOR	direct	1500	A-dn	800-2	800-2	800-2
Int NE crs Washington LFR	DCA-VOR (Final)	direct	#500				

**300-1 required for Runways 9 and 27.
Radar Transition Altitudes: 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 miles of the Washington National Airport; 2500' in all quadrants within 40 mi exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown. (Radar distances shown in Nautical miles.)

Procedure turn *W side, 160 Outbnd, 340 Inbnd, 1600' within 10 miles of TVOR
*Procedure turn W to avoid Andrews AFB traffic.
Minimum Altitude over facility on final approach crs, #500
#Maintain 700' until after passing Int NE crs Washington LFR.
Crs and distance, breakoff point to app end rny 33, 330-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make a left climbing turn, climb to 1800' (or higher altitude when requested by ATC) on R-300 DCA and proceed to Herndon VOR.
CAUTION: Standard clearance not provided over obstruction in final approach area and within circling area of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Washington, D C	National 16'	VOR	DCA	TerVOR-33, Amdt 3, 29 Oct 1955	2	20 Jun 54

Springfield MHW	DCA-VOR	direct	1800	T-dn	300-1	300-1	200-½
Herndon VOR	DCA-VOR	direct	1800	C-dn	600-1	600-1	600-1½
Andrews LFR	DCA-VOR	direct	1500	S-dn-36	400-1	400-1	400-1
Washington LFR	DCA-VOR	direct	1500	A-dn	800-2	800-2	800-2

Radar Transition Altitudes: 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 miles of the Washington National Airport; 2500' in all quadrants within 40 mi exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown. (Radar distances shown in Nautical miles.)

Procedure turn W side, 187 Outbnd, 007 Inbnd, 1400 within 10 mi of Washington LFR. Procedure turn W to avoid Andrews LFR.
Minimum Altitude over facility on final approach crs, 400', maintain 1000' until passing Alexandria Int*
*Descend to landing minimums after passing Alexandria Int. (Int NW crs Washington LFR and R-187 DCA.
Crs and distance, breakoff point to app end rny 36, 003-.5 from Alexandria Int 6.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make a left climbing turn as soon as practical, climb to 1800' (or at a higher altitude when requested by ATC) on R-303 DCA and proceed to Herndon VOR.
CAUTION: Standard clearance not provided over obstructions in final approach area and within circling area of airport.
Major Changes: Procedure turn distance limited to 10 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Washington, D C	National 16'	VOR	DCA	TerVOR-36, Amdt 3, 29 Oct 1955	2	20 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	800-1	800-1	800-1½
				S-dn-6	800-1	800-1	800-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 232 Outbnd, 052 Inbnd, 2300 within 10 miles.
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, breakoff point to app end rny 6, 062-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2100' on R 072 within 20 miles·
Major Changes: Minimums reduced. Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Waterloo, Iowa	Municipal 870'	BVOR	ALO	TerVOR-6, Amdt 2, 15 Sep 1956	1	5 Feb 55

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-24	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 072 Outbnd, 252 Inbnd, 2100 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, breakoff point to app end rny 24, 242-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2300' on R-232 within 20 miles.
Major Changes: Minimums reduced. Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Waterloo, Iowa	Municipal 870'	BVOR	ALO	TerVOR-24, Amdt 2, 15 Sep 1956	1	5 Feb 55

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 350 Outbnd, 170 Inbnd, 2100 within 10 miles.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, breakoff point to app end rny 18, 182-0.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2500 on R-194 within 20 miles
Major Changes: Final approach altitude lowered.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Waterloo, Iowa	Municipal 870'	BVOR	ALO	TerVOR-18, Amdt 3, 10 Oct 1956	2	22 Sep 56

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-12	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 308 Outbnd, 128 Inbnd, 2200 within 10 miles.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, breakoff point to app end rny 12, 122-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, make left climbing turn to 2100' on R-072 within 20 miles
Major Changes: Minimums reduced. Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Waterloo, Iowa	Municipal 870'	BVOR	ALO	TerVOR-12, Amdt 2, 15 Sep 1956	1	5 Feb 55

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-36	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 194 Outbnd, 014 Inbnd, 2200 within 10 miles.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, breakoff point to app end rny 36, 002-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2100 on 350R within 20 miles
Major Changes: Minimums reduced; missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Waterloo, Iowa	Municipal 870'	BVOR	ALO	TerVOR-36, Amdt 3, 15 Sep 1956	2	19 Nov 55

¶ 609.300 Very high frequency omnirange distance measuring equipment procedures.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR-DME

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
10 mi fix R-281	0 mi fix R-281	direct	2600	T-dn	300-1	300-1	200-½
0 mi fix R-101	8.8 mi fix R-101	direct	2500	C-dn	400-1	500-1	500-1½
8.8 mi fix R-101	9.5 mi fix R-101 (Final-airport)	direct	2200	C-d#	800-1	800-1	800-1
				C-n#	800-2	800-2	800-2
				A-dn	800-2	800-2	800-2

#Minimums without DME and procedure turn required.

Procedure turn S side R-281 within 10 miles (not required with DME).

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 9.5 miles, climb to 3100 on R-101 within 20 miles

NOTE: When authorized by ATC, DME may be used within 10 mi at 3800' orbiting altitude to position aircraft for a final approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Abilene, Texas	Municipal 1778'	VOR-DME-ABI	VOR-DME-ARPT, Orig, 26 May 1956	None

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15 mi fix R-024	9.7 mi fix R-024	direct	2900	T-dn	300-1	300-1	200-½
15 mi fix R-039	9.7 mi fix R-039	direct	2900	C-dn	400-1	500-1	500-1½
15 mi fix R-055	9.7 mi fix R-055	direct	2900	S-dn-17	400-1	400-1	400-1
15 mi fix R-070	9.7 mi fix R-055	direct	2900	A-dn	800-2	800-2	800-2
R-024	R-074	9.7 orbit	2400				
10 mi fix R-281	0 mi fix R-281	direct	2600				
0 mi fix R-074	9.7 mi fix R-074	direct	2600				
R-074	R-099 (Final-17)	9.7 orbit	2200				

Procedure turn, S side R-281 3500 within 10 miles - but not required.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Turn left, climb to 3100 on R-101 within 20 miles

NOTE: When authorized by ATC, DME may be used within 10 miles at 3800' orbiting altitude to position aircraft for final approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Abilene, Texas	Municipal 1778'	VOR-DME-ABI	VOR-DME-17, Orig, 26 May 56	None

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10 mi fix R-281	0 mi fix R-281	direct	2600	T-dn	300-1	300-1	200-½
10 mi fix R-127	10 mi fix R-127	direct	2500	C-dn	400-1	500-1	500-1½
R-127	R-103 (Final - 35)	10 mi orbit	2200	S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right, climb to 3100 on R-101 within 20 miles.

NOTE: When authorized by ATC, DME may be used within 10 mi at 3800' orbiting altitude to position aircraft for a final approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Abilene, Texas	Municipal 1778'	VOR-DME-ABI	VOR-DME-35, Orig, 26 May 56	None

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10 mi fix R-171	0 mi fix R-171	direct	1800	T-dn	300-1	300-1	200-½
0 mi fix R-351	13 mi fix R-351	direct	1800	C-dn	800-1	800-1	800-1½
13 mi fix R-351	16.1 mi fix R-351 (Final-apt)	direct	1600	A-dn	1000-2	1000-2	1000-2

Procedure turn, E side R-171 2200 within 10 miles (not required with DME)

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
turn left, climbing to 2200' return to and hold on R-171 ATC.

CAUTION: 2040' tower 8 miles E and 1261 tower 2 miles SE of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Atlanta, Ga	Fulton County 820'	BVOR-DME-ATL	VOR-DME-APT, Orig, 3 Sep 55	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
10 mi fix R-171	0 mi fix R-171	direct	1800	T-dn	300-1	300-1	200-½
0 mi fix R-335	16.4 mi fix R-335	direct	1600	C-dn	600-1	600-1	600-1½
R-335	R-349 (Final-rny 8)	16.4 orbit	1400	A-dn	1000-2	1000-2	1000-2

Procedure turn E side R-171, 2200' within 10 miles (not required with DME).
CAUTION: 2040' tower 8 miles E and 1261' tower 2 miles SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Atlanta,Ga	Fulton County 820'	BVOR-DME-ATL	VOR-DME-8, Orig, 3 Sep 55	None

10 mi fix R-278	0 mi fix R-278 (Final)	direct	900	T-dn	300-1	300-1	200-½
0 mi fix R-098	2.5 mi fix R-098 (Final-10)	direct	700	C-dn	400-1	500-1	500-1½
				S-dn-10	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side R-278 1500' within 10 mi. When authorized by ATC, DME may be used within 15 mi at 1800' orbiting altitude to position aircraft for a final approach with elimination of procedure turn.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 miles, climb to 1500 on R-125 within 20 miles.
NOTE: Procedure authorized without DME, but procedure turn required.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
College Station, Texas	Easterwood 319'	BVOR-CLI	VOR-DME-10, Orig, 19 May 56	None

15 mi fix R-098	8 mi fix R-098 (Final)	direct	900	T-dn	300-1	300-1	200-½
8 mi fix R-098	3.4 mi fix R-098 (Final-28)	direct	700	C-dn	400-1	500-1	500-1½
				S-dn 10	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side R-098, 1800' within 15 mi. When authorized by ATC, DME may be used within 15 mi at 1800' orbiting altitude to position aircraft for a final approach, with elimination of procedure turn.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 3.4 mi fix climb to 1700 on R-278 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
College Station,Texas	Easterwood 319'	BVOR-CLL	VOR-DME-28, Orig, 19 May 56	None

0 mi fix R-240	10 mi fix R-240	direct	1600	T-dn	300-1	300-1	200-½
10 mi fix R-240	15.8 mi fix R-240 (Final-Apt)	direct	1400	C-dn	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn S side R-154, 1900' within 10 miles. When authorized by ATC, DME may be used within 15 mi at 2100' to position aircraft for a final approach with elimination of procedure turn.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 15.8 mi fix, make right climbing turn, climb to 2100' and return to MLI-VOR inbnd on R-240.
CAUTION: Officail weather information indicating conditions at Davenport are at or above minimums specified, must be obtained prior to the time a let-down is started.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Davenport,Iowa	Municipal 753'	BVOR-DME-MLI	VOR-DME-APT, Orig, 3 Sep 55	None

15 mi fix R-259	8 mi fix R-259	direct	8500	T-dn	300-1	300-1	200-½
8 mi fix R-259	0 mi fix R-259	direct	5100	C-dn	400-1	500-1	500-1½
10 mi fix R-079	0 mi fix R-079	direct	5200	S-dn-17	400-1	400-1	400-1
0 mi fix R-325	5.9 mi fix R-325	direct	4500	A-dn	800-2	800-2	800-2
R-325	R-278	5.9 orbit	4400				
R-278	R-269 (Final-17)	5.9 orbit	4300				

Procedure turn S side R079, 6500 within 10 miles. When authorized by ATC, DME may be used within 10 mi between radials 325 clockwise to 200 and 7300' to position aircraft for final approach, with the elimination of a procedure turn.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn left to heading of 125°, climb to 5000', intercept and proceed on R-150 within 20 mi

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
El Paso,Texas	International 3926'	BVOR-DME-ELP	VOR-DME-17, 2, 16 Jun 56	1 18 Jan 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
15 mi fix R-259	8 mi fix R-259	direct	8500	T-dn	300-1	300-1	200-½
8 mi fix R-259	0 mi fix R-259	direct	5100	C-dn	400-1	500-1	500-1½
10 mi fix R-079	5 mi fix R-079	direct	5200	S-dn-26	400-1	400-1	400-1
5 mi fix R-079	0 mi fix R-079	direct	4800#	A-dn	800-2	800-2	800-2
0 mi fix R-259	4.6 mi fix R-259 (Final-26)	direct	4300				

#5200 without DME, in which care procedure turn is required.

Procedure turn S side R-079, 6500' within 10 miles. When authorized by ATC, DME may be used within 10 mi between radials 325 clockwise to 200 at 7300' to position aircraft for final approach, with the elimination of a procedure turn.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn left to heading of 125°, climb to 5000', intercept and proceed on R-150 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
El Paso,Texas	International 3926'	BVOR-DME-ELP	VOR DME-26, 1, 16 Jun 56	Orig, 18 Jan 56

15 mi fix R-259	8 mi fix R-259	direct	8500	T-dn	300-1	300-1	200-½
8 mi fix R-259	0 mi fix R-259	direct	5100	C-dn	400-1	500-1	500-1½
10 mi fix R-079	0 mi fix R-079	direct	5200	S-dn-35	400-1	400-1	400-1
0 mi fix R-200	5.8 mi fix R-200	direct	4600	A-dn	800-2	800-2	800-2
R-200	R-247	5.8 orbit	4400				
R-247	R-257 (Final-35)	5.8 orbit	4300				

Procedure turn S side R-079, 6500' within 10 mi. When authorized by ATC, DME may be used within 10 mi between radial 325 clockwise to 200 at 7300' to position aircraft for final approach, with the elimination of a procedure turn.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right to heading of 125, climb to 5000', intercept and proceed on R-150 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
El Paso,Texas	International 3926'	BVOR-DME-ELP	VOR-DME-35, Amdt 2,16 Jun 56	1 18 Jan 56

R-022 at 32 mi fix#	R-032	32 mi orbit	1300	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
32 mi fix R-032	22.5 fix R-032	direct	800	S-d	500-1	500-1	500-1½
22.5 mi fix R-032	20.7 mi fix R-032 (Final-22)	direct	500	A-dn	NA	NA	NA

#Popano Int

Procedure turn W side R-032, 1300 between 22.5 and 32.5 miles

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
immediately* turn left, climb to 1300 on R-032 within 30 miles of Miami VOR

*CAUTION: 1005' TV TWR six miles SW of airport.

NOTE: Weather service not available. Authorized only when arrangements have been made for weather service at this airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ft.Lauderdale,Fla	Broward County 10'	BVOR-DME-MIA	VOR-DME-22, Orig, 10 Mar 56	None

10 mi fix R-210	0 mi fix R-210	direct	1800	T-dn	300-1	300-1	200-½
0 mi fix R-030	3.0 mi fix R-030 (Final-5)	direct	1300	C-dn	500-1	500-1	500-1½
				S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side R-210, 2300' within 10 miles. When authorized by ATC, DME may be used within 10 mi at 2500' in all directions to position aircraft for final approach, with the elimination of a procedure turn.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 3 mi fix, climb to 2300 on R-030 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Greensboro,N C	Greensboro-High Point 913'	BVOR-DME-GSO	VOR-DME-5, Orig, 24 Dec 55	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
16 mi fix R-035	6 mi fix R-035	direct	1800	T-dn	300-1	300-1	200-½
6 mi fix R-035	3.8 mi fix R-035 (Final-23)	direct	1300	C-dn	500-1	500-1	500-1½
				S-dn-23	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side R-035, 2300' between 6 and 16 miles, when authorized by ATC, DME may be used within 10 miles at 2500' in all directions to position aircraft for final approach, with the elimination of a procedure turn.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 4.0 miles fix, turn left, climb to 2400' on R-125 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Greensboro, N C	Greensboro-High Point	BVOR-DME GSO	VOR-DME-23, Orig, 24 Dec 55	None

15 mi fix R-139	10 mi fix R-139	direct	1600	T-dn	300-1	300-1	200-½
10 mi fix R-139	6 mi fix R-139	direct	1000	C-dn	500-1	500-1	500-1½
6 mi fix R-139	0 mi fix R-139 (Final Arpt)	direct	900	A-dn	800-2	800-2	800-2

Procedure turn not required.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 0 mi fix climb to 1900 on R-329 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Macon, Ga	Macon (Cochran) 354'	BVOR-DME-MCN	VOR-DME-APT(R-139), Orig 28 Apr 1956	None

13 mi fix R-204	10 mi fix R-204	direct	1400	T-dn	300-1	300-1	200-½
10 mi fix R-204	6 mi fix R-204	direct	1000	C-dn	500-1	500-1	500-1½
6 mi fix R-204	0 mi fix R-204 (Final Apt)	direct	900	A-dn	800-2	800-2	800-2

Procedure turn not required.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 0 mi fix, climb to 1800 on R-047 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Macon, Ga	Macon (Cochran) 354'	BVOR-DME-MCN	VOR-DME Apt (R-204), Orig, 28 Apr 56	None

15 mi fix R-271	10 mi fix R-271	direct	1700	T-dn	300-1	300-1	200-½
10 mi fix R-271	6 mi fix R-271	direct	1100	C-dn	500-1	500-1	500-1½
6 mi fix R-271	0 mi fix R-271 (Final Apt)	direct	900	A-dn	800-2	800-2	800-2

Procedure turn not required

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 0 miles fix, climb to 1800 on R-055 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Macon, Ga	Macon (Cochran) 354'	BVOR-DME-MCN	VOR-DME-Aprt(R-271), Orig 28 Apr 1956	None

15 mi fix R-329	10 mi fix R-329	direct	1700	T-dn	300-1	300-1	200-½
10 mi fix R-329	4 mi fix R-329	direct	1100	C-dn	500-1	500-1	500-1½
4 mi fix R-329	0 mi fix R-239 (Final-13)	direct	900	S-dn-13	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn not required.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 0 miles fix climb to 1600 on R-139 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Macon, Ga	Macon (Cochran) 354'	BVOR-DME-MCN	VOR-DME-13, Orig, 28 Apr 56	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
10 mi fix R-119	3 mi fix R-119	direct	900#	T-dn	300-1	300-1	200-½
3 mi fix R-119	0 mi fix R-119 (Final-31)	direct	800	C-dn	500-1	500-1	500-1½
				S-dn-31	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#without DME 800' authorized after passing abeam Robbins RBN inbnd on final

Procedure turn N side R-119, 1800' within 10 miles (not required with DME). Procedure authorized without DME, but procedure turn required.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1900 on R-239 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Macon, Ga	Macon (Cochran) 354'	BVOR-DME-MCN	VOR-DME-31, Orig, 28 Apr 56	None

10 mi fix R-277	0 mi fix R-277	direct	1900	T-dn	300-1	300-1	300-1
0 mi fix R-040	8.1 mi fix R-040 (Final Arpt)	direct	1900	C-dn	600-1	600-1	600-1½
				A-dn	NA	NA	NA

Procedure turn S side R-277, 2500' within 10 miles (not required with DME). Procedure authorized without DME, but procedure turn required.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 8.1 mi turn left, climb to 3100 on N crs OKC ILS within 20 miles
NOTE: When authorized by ATC, DME may be used within 10 N miles at 2400' orbiting altitude to position aircraft for a final approach, with elimination of procedure turn. This procedure not approved for air carrier. No weather or communications available at this airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City, Okla	Tulakes 1302'	BVOR-DME-OKC	VOR-DME-Arpt #1 (R-040) Orig, 3 Mar 1956	None

10 mi fix R-277	0 mi fix R-277	direct	1900	T-dn	300-1	300-1	300-1
0 mi fix R-005	8.1 mi fix R-005	direct	1900	C-dn	600-1	600-1	600-1½
R-005	R-037 (Final - 12)	8.1 orbit	1700	S-dn 12	400-1	400-1	400-1
12 mi fix R-005	8.1 mi fix R-005	direct	2400	A-dn	NA	NA	NA

Procedure turn S side R-277 2500 within 10 miles (not required)

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at R-037 turn left climb to 3100 on N crs OKC ILS within 20 miles
NOTE: When authorized by ATC, DME may be used within 10 N miles at 2400' orbiting altitude to position aircraft for a final approach, with elimination of procedure turn. This procedure not approved for air carrier. No weather or communications available at this airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City, Okla	Tulakes 1302'	BVOR-DME-OKC	VOR-DME-12, Orig, 3 Mar 56	None

10 mi fix R-277	0 mi fix R-277	direct	1900	T-dn	300-1	300-1	300-1
0 mi fix R-075	8.2 mi fix R-075	direct	1900	C-dn	600-1	600-1	600-1½
R-075	R-043 (Final-30)	8.2 Orbit	1800	S-dn-30	500-1	500-1	500-1
12 mi fix R-075	8.2 mi fix, R-075	direct	2500	A-dn	NA	NA	NA

Procedure turn S side R-277, 2500' within 10 miles

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at R-043 turn right climb to 3100 on N crs OKC ILS within 20 miles
NOTE: When authorized by ATC, DME may be used within 10 N miles at 2400' orbiting altitude to position aircraft for a final approach, with elimination of procedure turn. This procedure not approved for air carrier. No weather or communications available at this airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City, Okla	Tulakes 1302'	BVOR-DME-OKC	VOR-DME-30, Orig, 3 Mar 56	None

10 mi fix R-133	8.3 mi fix R-133	direct	1900	T-dn	300-1	300-1	*200-½
10 mi fix R-277	0 mi fix R-277	direct	2000	C-dn	500-1	500-1	500-1½
0 mi fix R-133	8.3 mi fix R-133	direct	1900	S-dn-03	500-1	500-1	500-1
R-133	R-101 (Final-3)	8.3 orbit	1800	A-dn	800-2	800-2	800-2

*300-1 required on runways 8 - 26.

Procedure turn S side R-277, 2500 within 10 miles. When authorized by ATC, DME may be used within 10 miles at 2400' orbiting altitude to position aircraft for a final approach, with the elimination of a procedure turn.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
after passing R-101 turn right, climb to 2700 on R-097 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City, Okla	Will Rogers Fld 1283'	BVOR-DME-OKC	VOR-DME-3, Amdt 2, 28 Jul 56	1 12 Nov 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
10 mi fix R-277	0 mi fix R-277	direct	2000	T-dn	300-1	300-1	*200-½
0 mi fix R-097	8.1 mi fix R-097 (Final-12)	direct	1800	C-dn	500-1	500-1	500-1½
				S-dn-12	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

*300-1 required on runways 8-26.

Procedure turn S side R-277, 2500' within 10 miles. When authorized by ATC, DME may be used within 10 mi at 2400' orbiting altitude to position aircraft for a final approach, with the elimination of a procedure turn.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.1 miles, climb to 2700 on R-097 within 20 miles

NOTE: Procedure authorized without DME but procedure turn required.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Oklahoma City,Okla	Will Rogers Field 1283'	BVOR-DME-OKC	VOR-DME-12, Amdt 2, 28 Jul 56	1	12 Nov 55

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10 mi fix R-068	8.6 mi fix R-068	direct	1900	T-dn	300-1	300-1	*200-½
10 mi fix R-277	0 mi fix R-277	direct	2000	C-dn	400-1	500-1	500-1½
0 mi fix R-068	8.6 mi fix R-068	direct	1900	S-dn-17	400-1	400-1	400-1
R-068	R-096 (Final-17)	8.6 orbit	1700	A-dn	800-2	800-2	800-2

Procedure turn S side R-277, 2500' within 10 miles. When authorized by ATC, DME may be used within 10 mi at 2400' orbiting altitude to position aircraft for a final approach, with the elimination of a procedure turn.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
after passing R-090 turn left, climb to 2700 on R-097 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Oklahoma City,Okla	Will Rogers Fld 1283'	BVOR-DME-OKC	VOR-DME-17, Amdt 2, 28 Jul 56	1	12 Nov 55

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10 mi fix R-068	8.7 mi fix R-068	direct	1900	T-dn	300-1	300-1	*200-½
10 mi fix R-277	0 mi fix R-277	direct	2000	C-dn	400-1	500-1	500-1½
0 mi fix R-068	8.7 mi fix R-068	direct	1900	S-dn-21	400-1	400-1	400-1
R-068	R-096 (final-21)	8.7 orbit	1700	A-dn	800-2	800-2	800-2

*300-1 required on Runways 8 - 26.

Procedure turn S side R-277, 2500 within 10 miles. When authorized by ATC, DME may be used within 10 mi at 2400' orbiting altitude to position aircraft for a final approach, with the elimination of a procedure turn.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
after passing R-096, turn right, climb to 3100 on N crs OKC ILS (350 outbnd) within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Oklahoma City,Okla	Will Rogers Fld 1283'	BVOR-DME-OKC	VOR-DME-21, Amdt 2, 28 Jul 56	1	12 Nov 55

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20 mi fix R-100	15 mi fix R-100	direct	2700	T-dn	300-1	300-1	*200-½
15 mi fix R-100	8.9 mi fix (Final-30)	direct	1700	C-dn	400-1	500-1	500-1½
				S-dn-30	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 required on runways 8-26

No procedure turn authorized or required. DME must be used to position aircraft for final approach as directed by ATC.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.9 mi climb to 3100 on N crs of OKC ILS (350 outbnd) within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Oklahoma City,Okla	Will Rogers Field 1283'	BVOR-DME-OKC	VOR-DME-30, Amdt 2, 28 Jul 56	1	12 Nov 55

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10 mi fix R-133	9 mi fix R-133	direct	1900	T-dn	300-1	300-1	*200-½
10 mi fix R-277	0 mi fix R-277	direct	2000	C-dn	500-1	500-1	500-1½
0 mi fix R-133	9 mi fix R-133	direct	1900	S-dn-35	500-1	500-1	500-1
R-133	R-103 (Final-35)	9.0 orbit	1800	A-dn	800-2	800-2	800-2

*300-1 required on runways 8 - 26.

Procedure turn S side R-277, 2500 within 10 miles. When authorized by ATC, DME may be used within 10 mi at 2400' orbiting altitude to position aircraft for a final approach, with the elimination of a procedure turn.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
after passing R-103, climb to 3100 on N crs of OKC ILS (350 outbnd) within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Oklahoma City,Okla	Will Rogers Fld 1283'	BVOR-DME-OKC	VOR-DME-35, Amdt 2, 28 Jul 56	1	12 Nov 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
10 mi fix R-359	0 mi fix R-359	direct	1300	T-dn	300-1	300-1	NA
0 mi fix R-179	5.8 mi fix R-179 (Final - 18)	direct	1000	C-dn	500-1	500-1	NA
				S-dn-18	500-1	500-1	NA
				A-dn	800-2	800-2	NA

Procedure turn W side R-359, 1800' within 10 miles. When authorized by ATC, DME may be used within 15 mi at 1900' orbiting altitude to position aircraft for final approach with elimination of a procedure turn.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 5.5 mile fix on 179-R climb to 1900' on 179 and hold at a point 20 DME miles from VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Vandalia, Ill	Vandalia 539'	VOR-DME-VLA	VOR-DME-18, Orig, 3 Sep 55	None

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20 mi fix R-179	15 mi fix R-179	direct	1400	T-dn	300-1	300-1	NA
15 mi fix R-179	6.4 mi fix R-179 (Final-36)	direct	1100	C-dn	600-1	600-1	NA
				S-dn-36	600-1	600-1	NA
				A-dn	800-2	800-2	NA

Procedure turn E side R-179, 1900' within 20 miles. When authorized by ATC, DME may be used within 15 mi at 1900' orbiting altitude to position aircraft for final approach with elimination of a procedure turn.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 6.1 mi fix on 179-R climb to 1800 on 179-R to VLA-VOR and hold.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Vandalia, Ill	Vandalia 539'	VOR-DME-VLA	VOR-DME-36, Orig, 3 Sep 55	None

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¶ *609.400 Instrument landing system procedures.*

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Akron LFR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
Int SW crs Akron LFR & 90 brng to LOM	LOM	Direct	2500	C-d n	400-1	500-1	500-1½
				*S-dn-1			
Int E crs Akron LFR & 235 brng on LOM	LOM	Direct	2500	ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
Wingfoot Int	LOM	Direct	2500	A-dn			
Bergholz Rbn	Canton Int	Direct	2500	ILS	600-2	600-2	600-2
Wilmot Int	Canton Int	Direct	2500	ADF	800-2	800-2	800-2
Canton Int ILS	LOM (Final)	Direct	2400				
Canton Int ADF	LOM (Final)	Direct	2000				

* 400-¾ required with glide slope inoperative.

Procedure turn E side S crs 186 Outbnd, 006 Inbnd, 2500' within 10 mi.
Minimum Altitude at glide slope int inbnd: 2400' ILS. Min. Alt. over LOM inbnd final - 2000' ADF.
Altitude of glide slope & distance to approach end of runway at OM - 2410-3.8; at MM - 1450-.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi after passing LOM (ADF), climb to 2500' on crs of 045 to E crs Akron LFR. Alternate missed approach (when requested by ATC) make a right climbing turn and return to LOM at 2500'

Major Changes: Final approach transitions added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Akron, Ohio	Akron-Canton 1228'	ILS-CAK, LOM-CA	1, Amdt 9 18 Aug 56 COMB. ILS-ADF	8 2 Apr 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Akron LFR	Derby Int	Direct	2800	T-dn	300-1	300-1	200-½
Talmadge Int	Derby Int (Final)	Direct	2800	C-dn	400-1	500-1	500-1½
Blimp Int	Derby Int (Final)	Direct	2800	S-dn-19	400-1	400-1	400-1
Akron-Canton LOM	Derby Int	Direct	2800	A-dn	800-2	800-2	800-2

Procedure turn E side N crs, 006 Outbnd, 186 Inbnd, 2800' within 10 mi of Derby Int. (nonstandard due to traffic) No glide slope markers or compass locaters. Descent to airport minimums after passing Derby Int - 2800' over Derby Int; 5.8 mi from Derby Int to Runway 19.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.8 mi after passing Derby Int, climb to 2500' (or to a higher altitude when requested by ATC) on S crs ILS to LOM.

NOTE: ADF procedure not authorized.

Major Changes: Transition altitudes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Akron, Ohio	Akron-Canton 1228'	ILS CAK	2, Amdt 4 2 Apr 55	3 5 Jun 54

Albany LFR	LOM	Direct	1800	T-dn	300-1	300-1	200-½
Schenectady FM	LOM	Direct	1800	C-dn	500-1	600-1	600-1½
Saratoga Springs FM	LOM	Direct	1800	S-dn-19*ILS	300-¾	300-¾	300-¾
Round Lake FM (ILS)	LOM (Final)	Direct	1600	ADF	500-1	500-1	500-1
Round Lake FM (ADF)	LOM (Final)	Direct	1100	A-dn ILS	600-2	600-2	600-2
Albany VOR	LOM	Direct	1800	ADF	800-2	800-2	800-2

* 400-¾ required when glide slope is inoperative.

Procedure turn W side N crs, 011 Outbnd, 191 Inbnd, 1800' within 10 mi.

Minimum Altitude at glide slope int. inbnd: 1600 ILS. Min. alt. over LOM inbnd final - 1100 ADF.

Altitude of glide slope & distance to approach end of rny at OM - 1536-3.8; at MM - 492-.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.8 mi after passing LOM (ADF), climb to 1000' on S crs ILS, make a right climbing turn & proceed out W crs Albany LFR at 3000. Alternate missed approach when requested by ATC: climb to 5000' on S crs ILS.

AIR CARRIER NOTE: 300-1 required for all take-offs on Runways 10, 28, 15 and 33.

Major Changes: Adds transition from Saratoga Springs FM. Adds ADF transition from Round Lake FM. Air carrier notes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albany, N Y	Albany 288'	ILS-ALB, LOM-AL	1, Amdt 2 21 Apr 56 COMB. ILS-ADF	1 1 Apr 54

Albuquerque LFR	LOM	direct	7000	T-dn	300-1	300-1	200-½
Albuquerque VOR	LOM	direct	7000	C-dn	400-1	500-1	500-1½
Peralta Int-FM	LOM (Final)	direct	6400	A-dn	600-2	600-2	600-2
La Joya Int	LOM	direct	7500	S-dn ry 35	200-½	200-½	200-½
Aden Int	LOM	direct	9000				
Weiler Int	LOM	direct	7000				
Kirtland Int	LOM	direct	7000				
Int 090 R ABQ VOR & ILS S crs	LOM	direct	7000				
Int 107 R ABQ VOR & ILS S crs	LOM	direct	7000				
Belen RBN	LOM	direct	7000				
Bernardo Int	LOM	direct	8000				

Procedure turn W side S crs, 170 Outbnd, 350 Inbnd, 7000' within 10 mi

Minimum Altitude at G.S. int inbnd 6400

Altitude of G.S. and distance to appr end of rny at OM 6400-3.8, at MM 5530-0.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . turn left to crs of 325 and climb to 8000' on N crs ABQ LFR or R-010 ABQ VOR within 20 miles

ALTERNATE MISSED APPROACH: When directed by ATC turn left and climb to 8000' on R-256 ABQ VOR within 20 mi.

CAUTION: Terrain exceeding 8000' E of ILS localizer - all turns to be made W of crs.

Major Changes: Add transitions from Bernardo Int and Belen MH.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albuquerque, N M	Kirtland AFB-MUN 5532'	ILS-ABQ, LOM-AS	1, Amdt 13 5 May 1956	12 11 Dec 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than .65 Knots
					65 Knots or Less	More Than 65 Knots	
Allentown LFR	LOM	Direct	2400	T-dn	300-1	300-1	200-½
Allentown VOR	LOM	Direct	2400	C-dn ILS	500-1	500-1	500-1½
Slatington Int or FM	LOM	Direct	2400	ADF	700-1	700-1	700-1½
Int N crs Philadelphia LFR & NW crs N Philadelphia LFR	LOM	Direct	2500	S-dn-6 ILS*	300-¾	300-¾	300-¾
				ADF	700-1	700-1	700-1
Int E crs Allentown LFR & ILS NE crs or brng 241 to LOM	LOM	Direct	2400	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
Topton Int (ILS)#	LOM (Final)	Direct	2400				
Topton Int (ADF)#	LOM (Final)	Direct	1900				

* 500-1 required with glide path inoperative.
# Int R-007 Westchester VOR & SW crs ILS or brng 060 to LOM.

Procedure turn N side SW crs, 240 Outbnd, 060 Inbnd, 2400' within 10 mi of LOM (nonstandard for better signal coverage)
Minimum Altitude at glide slope int. inbnd, 2400 ILS. Min alt. over LOM inbnd final - 1900' ADF.
Altitude of glide slope & distance to approach end of runway at OM - 2330-6.2; at MM - 600-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 6.2 mi after passing LOM (ADF), climb to 3000' on NE crs of ILS within 10 mi of LOM.
Major Changes: Revises initial approach, procedure turn and final approach altitudes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Allentown, Pa	Allentown- 391' Bethlehem-Easton	ILS-ABL, LOM-AB	1, Amdt 3 4 Aug 56 COMB. ILS-ADF	2 26 Feb 55

Allentown VOR	Bath Int	Direct	2300	T-dn	300-1	300-1	200-½
Allentown LFR	Bath Int	Direct	2300	C-dn	500-1	500-1	500-1½
Int NE crs Allentown ILS & E crs Allentown LFR	Bath Int	Direct	2300	S-dn-24	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
Allentown LOM	Bath Int	Direct	2300				

Procedure turn E side NE crs 060 Outbnd, 240 Inbnd, 2300' within 10 mi of Bath Int. NA beyond 10 mi (non-standard due to terrain)
No glide slope or markers. Descend to landing minimums after passing Bat Int. Minimum Alt over Bath Int on final approach 1200'. Distance to runway 24, 3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.7 mi after passing Bath Int, climb to 2500' on SW crs ILS within 20 mi of Bath Int.
Bath Int: Int NE crs ILS & R-101 ABL VOR or 280 brg to ABL LFR.
Major Changes: Additional transition. Revises minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Allentown, Pa	Allentown-Bethlehem 391' Easton	ILS ABL	2, Amdt 2 26 Feb 55	1 15 Aug 54

Amarillo VOR	LOM	direct	5000	T-dn	300-1	300-1	200-½
Amarillo LFR	LOM	direct	5000	C-dn	400-1	500-1	500-1½
Int E crs of AMA LFR And R-147 AMA via E crs AMA LFR	SW crs ILS	direct	4700	S-dn-3 #ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
Soncy Int	LOM	direct	5000	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

#400-¾ required when glide slope not utilized.

Procedure turn S side of SW crs, 209 Outbnd, 029 Inbnd, 5000 within 10 mi.
Minimum Altitude at G.S. int inbnd, 5000 ILS, minimum altitude over LOM inbnd final 4500 ADF
Altitude of G.S. and distance to approach end of rny at OM 4920-4.1; at MM 3832-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.1 mi after passing LOM (ADF) climb to 4800 on NE crs ILS (029) or, when directed by ATC, climb to 4700 on E crs LFR within 20 mi.
Major Changes: Revise transitions and missed approaches.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Amarillo, Texas	Air terminal 3604'	ILS-IAMA, LOM-AM	1, Amdt 2 6 Aug 1955 Comb ILS-ADF	1 16 Aug 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Amarillo, LFR	AMA VOR	direct	4800	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-21 ILS	300-1	300-1	300-1
				VOR	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of NE crs, 029 Outbnd, 209 Inbnd, 4900 within 10 mi of AMA VOR.
No Glide Slope, 4400 over AMA VOR. 4.0 mi from VOR to approach end of Runway 21.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles, climb to 5000 on SW crs, ILS or R-209 or, when directed by ATC turn left, climb to 4700 on R-075 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Amarillo, Texas	Air Terminal 3604'	ILS-IAMA, BVOR-AMA	2, Orig 3 Nov 1956 Comb ILS & VOR	None

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Anchorage LFR	LOM	direct	1500	T-dn	300-1	300-1	200-½
Merrill LFR	LOM	direct	1500	C-dn	500-1	500-1	500-1½
Delta Island Int	LOM	direct	1500	S-dn-6 ILS	300-½	300-½	300-½
Susitna Int	LOM	direct	1500	ADF	400-1	400-1	400-1
Turnagain Int*	LOM	direct	1500	A-dn ILS	600-2	600-2	600-2
Radar Transition	Radar Site	within 25 mi	as directed by ATC	ADF	800-2	800-2	800-2

*Turnagain Int, int SW crs ANC LFR and 302° brng to ANC LOM

Procedure turn S side of W crs, 244 Outbnd, 064 Inbnd, 1500 within 10 mi of LOM
Minimum Altitude at G.S. int inbnd, 1500 ILS, minimum altitude over LOM inbnd final 1500 ADF
Altitude of G.S. and distance to appr end of rny at OM 1500-4.8, at MM 320-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 miles after passing LOM (ADF) climb to 1500 on SW crs (183) ANC LFR within 20 mi, or when directed by ATC: (1) climb to 1500 on W crs ILS 244) within 20 miles of LOM, (2) climb to 1500' on NW crs ANC LFR (305) to hold at Susitna Int, (3) climb to 2500 on NW crs Merrill LFR (326) within 20 mi.
Major Changes: Revise transitions to conform with relocation of ANC LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Anchorage, Alaska	International 113'	ILS-I-ANC, LOM-AN	1, Amdt 4 24 Nov 1956 Comb ILS & ADF	3 5 May 56

Annette LFR	GVN	direct	4000	*T-dn	300-1	300-1	200-½
Guard Island Int# via crs 123	Glide Slope Int (Final ILS)	direct	4000	C-dn	500-1½	500-2	500-2
Guard Island Int# via crs 123	GVN (Final ADF)	direct	4000	S-dn-12 ILS	400-1	400-1	400-1
				A-dn ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*Runway 2: T-d 600-1 - make immediate left turn after take-off Tn NA. Rny 2-20 unlighted.
#Int of bearing 033 to Guard Island Rbn and NW crs Annette LFR

Procedure turn S side NW crs, 303 Outbnd, 123 Inbnd, 4000 within 10 mi (Non-standard due to terrain**).
Minimum Altitude at G.S. int inbnd, 3600 ILS, minimums altitude over GVN 3700 ADF (after procedure turn only).
Altitude of G.S. and distance to appr end of rny at OM over GVN** 3521-9.6, over ANN LFR 710-1.6, at MM 358-0.5
**CAUTION: Glide slope angle set at 3.27 to obtain obstruction clearance. Terrain 3600 5 mi ENE of airport and 1000' terrain within 2 mi of airport N thru E.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 9.6 mi of GVN (ADF) climb to 2800 on S crs Annette LFR within 20 miles
Major Changes: Adds transition from Guard Island Rbn

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Annette, Alaska	Annette 119'	ILS-I-ANN, FMHW-GVN	1, Amdt 2 7 Apr 1956 Comb ILS-ADF	1 13 Aug 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
FOT VOR via R-036	SE crs ILS (Final)	direct	3500#	T-dn	300-1	300-1	200-½
Trinidad Int*	LOM	direct	3000	C-dn	500-1	500-1	500-2
Trinidad Int*	LMM	direct	3000	S-dn-31	200-½	200-½	200-½
ACV LFR	LOM	direct	3000	A-dn	800-2	800-2	800-2

*Int of R-341 FOT and 115 brng to ACV LMM or 121 brng to ACV LOM
#After intercepting localizer, descent on Glide Slope is authorized.

Procedure turn S side SE crs, 134 Outbnd, 314 Inbnd, 3000 within 5 mi SE of LOM. NA beyond 5 mi SE of LOM. (Non-standard due to terrain)
Minimum Altitude at G.S. int inbnd, 3000
Altitude of G.S. and distance to appr end of rny at OM 1570-4.1, at MM 460-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . climb to 3000' on crs of 295° to Trinidad Int.
NOTE: Procedure not authorized with G.S. inoperative. Either the outer marker (visual) or the LOM must be operative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Arcata, Calif	Arcata 217'	ILS ACV	1, Amdt 4 16 Aug 1954	3 18 Jun 52

Atlanta LFR	LOM	direct	2200	T-dn	300-1	300-1	200-½
Atlanta VOR	LOM	direct	2200	C-dn	400-1	500-1	500-1½
Madras Int (LF or VHF)	LOM	direct	2100	S-dn-9R* ILS	200-½	200-½	200-½
Fulton Int.	LOM	direct	2300	ADF	400-1	500-1	500-1
Chattahoochee Int	LOM (Final-ILS)	direct	2500	A-dn ILS	600-2	600-2	600-2
Chattahoochee Int.	LOM (Final-ADF)	direct	1600	ADF	800-2	800-2	800-2

Procedure turn S side W crs, 268 Outbnd, 088 Inbnd, 2500 within 10 miles
Minimum Altitude at G.S. int inbnd, 2450 ILS, minimum altitude over LOM inbnd final 1600 ADF
Altitude of G.S. and distance to appr end of rny at OM 2450-4.0; at MM 1320-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.0 miles after passing LOM (ADF) climb to 2200 on E crs ILS (088) within 20 miles.
* 400-3/4 required when glide slope not utilized.
CAUTION: 1182' tower ¾ miles W.
Major Changes: Transitions changed.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Atlanta, Ga.	Atlanta 1024'	ILS-IATL, LOM-AT	1, Amdt 16 9 Feb 57 Comb ILS & ADF	15 12 Nov 54

Atlanta LFR	Rex Int	direct	2100	T-dn	300-1	300-1	200-½
Atlanta VOR	Rex Int	direct	2100	C-dn	400-1	500-1	500-1½
Conyers Int	Rex Int (Final)	direct	1600	S-dn-27L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side E crs, 088 Outbnd, 268 Inbnd, 2200 within 10 miles.
Minimum Altitude over Rex Int inbnd, 1600'
Brng and distance to approach end of rny at Rex Int, 268°-5.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.9 miles, climb to 2200 on W crs ILS within 10 miles.
CAUTION: 1182' tower ¾ mile W airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Atlanta, Ga	Atlanta 1024'	ILS-IATL	2, Amdt 5 9 Feb 57	4 12 Nov 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Augusta VOR	LOM	direct	1800	T-dn	300-1	300-1	#200-½
Augusta LFR	LOM	direct	1500	C-dn	600-2	600-2	600-2
City Int	LOM	direct	1600	S-dn-35 ILS	300-¾*	300-¾*	300-¾*
Millen Int	LOM	direct	1500	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

#300-1 required on Runway 26.
*400-¾ required with glide slope inoperative.

Procedure turn W side S crs 168 Outbnd, 348 Inbnd, 1500 within 10 mi. (Non-standard due to prohibited area).
Minimum Altitude at G.S. int inbnd, 1500 ILS, minimum altitude over LOM inbnd final 1000 ADF
Altitude of G.S. and distance to approach end of rny at OM 1470-4.3; at MM 332-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.3 miles after passing LOM (ADF) climb to 2000 on N crs ILS (348) within 20 miles
NOTE: No approach lights.
Major Changes: Revise transitions. Simplify notes and lower ILS alternate minima.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Augusta, Ga	Bush 142'	ILS-IAGS, LOM-AG	1, Amdt 3 1 Oct 1955 Comb ILS & ADF	2 11 Jun 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Augusta VOR	City Int.	Direct	2000	T-dn	300-1	300-1	200-½
Mallad Int	City Int	Direct	2000	C-dn	800-1	800-1	800-1½
Mallad Int	City Int (Final)	Direct	1500	S-dn-17	800-1	800-1	800-1
Colliers Int.	Mallad Int	Direct	2300	A-dn	1000-2	1000-2	1000-2

Procedure turn W side N crs, 348 outbnd, 168 inbnd, 2000' within 10 miles of City Int.
No glide slope, altitude and distance to app end of rny over City Int on final 1500'-6.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 6.1, miles of City Int, climb to 1600' on S crs ILS within 20 mi.

* 300-1 required on runway 26.
Caution: Prohibited area located 4 miles east of Bush Field.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Augusta, Ga.	Bush 142	ILS- IAGS	2 Amdt Orig 9 Feb 57	none

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Austin VOR	LOM	direct	2000	#T-dn	300-1	300-1	200-½
Austin LFR via crs 118	NW crs ILS	direct	1900	C-dn	500-1	500-1	500-1½
Smithville RBN via crs 295	SE crs ILS	direct	1900	S-dn-30L			
Cedar Creek Int	LOM	direct	1700	ILS	300-¾	300-¾	300-¾
Webberville Int	LOM(Final)	direct	2000	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

#Not less than 300-1 authorized for take-off on runways 3-21, 16L-34R, and 12L-30R.

Procedure turn E side SE crs, 125 Outbnd, 305 Inbnd, 2000 within 10 miles. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 2000* ILS, minimum altitude over LOM inbnd final 1200 ADF
*2000 will intercept glide slope 0.5 mi after passing OM.
Altitude of G.S. and distance to approach end of rnt at OM 2120-5.3; at MM 820-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.3 mi LOM (ADF) climb to 2500 on NW crs ILS (305) within 20 miles. When directed by ATC, turn right, climb to 2100 on NE crs AUS-LFR within 20 miles.
NOTE: 400-1 required when G-S not used. No approach lights. All installed components of ILS must be operating or alternate minima of 800-2 apply.
Major Changes: Revise take-off note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Austin, Texas	Mueller 631'	ILS-IAUS, LOM-AU	1, Amdt 12 29 Aug 1956 Comb ILS-ADF	11 25 Aug 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
AUS VOR	Platenau Int	direct	2500	#T-dn	300-1	300-1	200-½
Lake Travis Int	Plateau Int	direct	2300	C-dn	500-1	500-1	500-1½
Plateau Int	Burnet Int (Final)	direct	1400	S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Not less than 300-1 authorized for take-off on runways 3-21, 16L-34R, and 12L-30R.

Procedure turn W side NW crs, 305 Outbnd, 125 Inbnd, 2500 within 10 mi of Plateau Int.
Minimum Altitude at Plateau Int 2300, Burnet Int 1400.
Distance to approach end of rny at Burnet Int to rny 12, 2.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 miles, climb to 2000 on SE crs ILS within 20 miles. When directed by ATC turn left, climb to 2000 on R 100 within 20 miles.
Major Changes: Revise take-off note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Austin, Texas	Mueller 631'	ILS-IAUS, VOR-AUS NW crs ILS	2, Amdt 1 29 Aug 1956	Orig 11 Aug 56

BFL LFR via crs 141	SE crs ILS	direct	2000	T-dn	300-1	300-1	200-½
BFL VOR via R-131	SE crs ILS	direct	2000	C-dn	700-2	700-2	700-2
				#S-dn-30	400-¾	400-¾	400-¾
				A-dn	700-2	700-2	700-2

#400-1 required when glide slope inoperative.

Procedure turn *S side SE crs, 119 Outbnd, 299 Inbnd, 1900 within 10 mi of OM. Beyond 10 mi NA.
*Procedure turn S side for more favorable terrain.
Minimum Altitude at G.S. int inbnd, 1900
Altitude of G.S. and distance to appr end rny at OM 1820-4.1, at MM 690-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 3000' on NW crs BFL LFR within 20 miles or to 2000' on R-319 BFL within 20 miles
ALTERNATE MISSED APPROACH, when directed by ATC, climb to 2000' on SW crs of BFL LFR within 15 miles
NOTE: Take-offs and landings runway 7-25 NA. Night take-offs runway 16 NA. Night landings rny 34 NA.
AIR CARRIER NOTE: Sliding scale not applicable, except 2-engine take-off minimums of 400-¾ authorized.
CAUTION: Numerous unlighted TV receiving antennas in approach areas to runways 25-30-34.
Major Changes: Distance corrected. Revise air carrier note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bakersfield, Calif	Kern County No 1	ILS BFL	1, Amdt 6 6 Aug 1955	5 15 Jul 54

Int NE crs Arcola LFR & W crs ILS	*Laurel Int	Direct	1700#	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
Lisbon Int	*Laurel Int	Direct	1800#	S-dn-10 ILS	200-½	200-½	200-½
Laurel Int (ILS)	LOM (Final)	Direct	1500	ADF	400-1	400-1	400-1
Laurel Int (ADF)	LOM (Final)	Direct	1200	A-dn ILS	600-2	600-2	600-2
Relay Int	LOM	Direct	1500	ADF	800-2	800-2	800-2
Beltsville FM	LOM	Direct	1600				
Lisbon Int	LOM	Direct	1800				
Baltimore VOR	LOM	Direct	1500				

* Laurel Int - Int N crs Andrews LFR & W crs ILS or 101 brng to LOM.
# After interception of localizer crs inbnd, descent on glide slope to cross outer marker at 1260' is authorized.

Procedure turn S side W crs, 281 Outbnd, 101 Inbnd, 1500' within 10 mi.
Minimum Altitude at glide slope int. inbnd, 1500 ILS. Minimum alt. over LOM inbnd final - 1200 ADF.
Alt. of glide slope & distance to approach end of rny at OM - 1260-3.8; at MM - 335-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi after passing LOM (ADF), climb to 1500' on E crs ILS or crs 101 from LOM within 10 mi.
Major Changes: Final transitions identified.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Baltimore, Md	Friendship Int'l 146'	ILS -BAL, LOM-BA	1, Amdt 6 18 Aug 56 Comb. ILS-ADF	5 6 Aug 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Int E crs Baltimore LFR & E crs ILS	*Orchard Beach Int	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-28	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* Orchard Beach Int - Int E crs ILS and S crs Baltimore LFR.

Procedure turn N side E crs, 101 Outbnd, 281 Inbnd, 1500' within 5 mi of Orchard Beach Int.
No glide slope or markers. Descend to authorized minimums after passing Orchard Beach Int. Distance to approach end of Runway 28, 5.2 mi. Minimum altitude over Orchard Beach Int. 1000'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.2 mi after passing Orchard Beach Int, climb to 1500' on W crs ILS within 10 mi of LOM.
NOTE: ADF approach not authorized.
Major Changes: Establishes final approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Baltimore, Md	Friendship Int'l 146'	ILS BAL	2, Amdt 1 6 Aug 55	Orig 29 Jul 54

Baton Rouge LFR	LOM	direct	1200	T-dn	300-1	300-1	200-½
Baton Rouge VOR	LOM	direct	1500	C-dn	400-1	500-1	500-1½
				S-dn-13 ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn W side of NW crs, 306 Outbnd, 126 Inbnd, 1300 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 1300 ILS, minimum altitude over LOM inbnd final 700 ADF
Altitude of G.S. and distance to approach end of rny at OM 1300-3.8, at MM 240-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi after passing LOM (ADF) climb to 1500 on SE crs ILS (126) within 20 miles.
NOTE: 400-¾ required when glide slope not utilized. Approach lights not installed.
Major Changes: Airport name. Combines ILS & ADF procedure. Revises transitions. Lowers altitude over LOM, ADF. Eliminates alternate missed approach procedures.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Baton Rouge, La	Ryan 70'	ILS-IBTR, LOM-BT	1, Amdt 2 12 Mar 1955 Comb ILS & ADF	ILS-1 & ADF-2, 12 Feb 53

Beaumont LFR	LOM	Direct	1200	T-dn	300-1	300-1	200-½
Beaumont VOR	LOM	Direct	1200	C-dn	400-1	500-1	500-1½
Pt. Arthur LF Int	LOM	Direct	1400	S-dn-11-ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn S side NW crs 293 Outbnd, 113 Inbnd, 1400' within 10 mi. Beyond 10 mi. NA.
Minimum altitude at glide slope interception inbound 1400'; Min alt inbnd final ADF- 800
Alt. of G.S. and dist. to approach end of Rwy at OM 1400' - 4.8 mi; at MM 215' - 0.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 mi. after passing LOM (ADF)....climb to 1400' on SE crs ILS (113) within 20 mi.
When directed by ATC turn left, climb to 1600' on R-067 BUJ or turn right, climb to 1400' on S crs BUJ LFR within 20 mi.
NOTE: No approach lights.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Beaumont, Tex.	Jefferson County 15'	ILS-IBUJ LOM-BU	1, Orig. 26 Jan. 1957 Comb ILS-ADF	None

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Int R-236 LCH & SE crs. ILS (Final)	Parker Int	Direct	900	T-dn	300-1	300-1	200-½
BUJ VOR	Parker Int	Direct	1400	C-dn	400-1	500-1	500-1½
ILS LOM	Parker Int	Direct	1400	S-dn-29	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs ILS 113 Outbnd, 293 Inbnd, 1400' within 5 mi. of Parker Int
No glide slope. 900' over Parker Int. Brng. & dist. to Rwy. 29 - 293°, 3.2 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi. after passing Parker Int, climb to 1400' on NW crs BUJ ILS within 20 mi., or when directed by ATC turn left and climb to 1600' on R-247 BUJ within 20 mi.
NOTE: Parker Int: SE crs ILS & R-080 BUJ.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Beaumont, Tex.	Jefferson County 15'	ILS-IBUJ	2, Orig. 26 Jan. 1957	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
BIL VOR	LOM	direct	5200	*T-dn	300-1	300-1	200-½
BIL LFR	LOM	direct	5200	C-dn	400-1	500-1	500-1½
Park City FM	LOM	direct	5200	S-dn-9 ILS	300-¾	300-¾	300-¾
Lavina FM	LOM	direct	6000	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*300-1 required for take-off on all runways except 9-27.

Procedure turn S side of crs, 275 Outbnd, 095 Inbnd, 5200 within 10 miles. NA beyond 10 miles.
Minimum Altitude at G.S. int inbnd, 4800 ILS, minimum altitude over LOM inbnd final 4800 ADF
Altitude of G.S. and distance to approach end of rny at OM 4783-4.1, at MM 3794-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 miles of LOM (ADF) climb to 5200 on E crs BIL-LFR within 20 miles.
NOTE: Approach light not installed.
CAUTION: Standard clearance over obstructions not provided on ADF final approach (terrain 3805' MSL at BIL VOR).
Major Changes: New ILS procedure. Adds ADF procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Billings,Mont	Municipal 3612'	ILS-BIL, LOM-BI	1, Orig 15 Dec 1956 Comb ILS-ADF	None

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From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Binghamton VOR	BGM-MHW	Direct	3500	T-dn	300-1	300-1	200-½
Elmira LFR	BGM-MHW	Direct	3500	C-dn	400-1	500-1	500-1½
Int N crs Wilkes Barre LFR & brng 38 to BGM MHW	BGM-MHW	Direct	3500	S-dn-34 ILS	300-¾	300-¾	300-¾
				*ADF	400-1	400-1	400-1
Int brng 266 to Elmira LFR & brng 225 to ILS LMM	LMM	Direct	3500	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
Wilkes Barre Scranton VOR	BGM-MHW	Direct	4000				
Lynn Int	BGM-MHW	Direct	3500				

* ADF minimums premised on use of both Binghamton MHW and LMM. If LMM inoperative or not used following ADF landing minimums apply to all aircraft:
S-d 500-1; S-n 500-2; C-d 500-1½; C-n 500-2.

Procedure turn E side SE crs, 158 Outbnd, 338 Inbnd, 3500 within 10 mi of Binghamton MHW.
Minimum Altitude at glide slope int. inbnd, 3500' ILS. Min. alt. over BGM MHW inbnd final - 3000 ADF.
Altitude of glide slope & distance to approach end of runway at OM - 2750-3.9, BGM MHW, 3540-6.9; MM - 1825-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.9 mi after passing BGM MHW (ADF), climb to 3500' on crs of 338 Outbnd from LMM within 15 mi.
Major Changes: Transition from Lynn Int added. Revises alternate ILS landing minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Binghamton, N Y	Broome County 1629'	ILS-BGM, LMM-GM, MHW-BGM	1, Amdt 4 3 Mar 56 Comb. ILS-ADF	3 3 Dec 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
BHM LFR	LOM	direct	2600	#T-dn	300-1	300-1	200-½
BMH VOR	LOM	direct	2000	*C-dn	800-1	900-1	900-1½
Chelsea Int	LOM	direct	2600	S-dn-5			
Trussville Int	LOM	direct	2600	**ILS	500-¾	500-¾	500-¾
Bradford FM	LOM	direct	2600	ADF	600-1	600-1	600-1
Bessemer Int	LOM (Final)	direct	2000	A-dn	1000-2	1000-2	1000-2

#200-½ authorized for take-off on runway 23 for more than two-engine aircraft only.
*ILS circling: 700-3 authorized rny 36, except more than 2-eng aircraft, provided no maneuvering done N or E of airpo
**600-1 required when glide slope or approach lights inoperative.

Procedure turn N side of SW crs, 232 Outbnd, 052 Inbnd, 2000 within 10 mi. (Non-standard to avoid obstructions)
Minimum Altitude at G.S. int inbnd 2000 ILS, minimum altitude over LOM inbnd final 2000 ADF
Altitude of G.S. and distance to approach end of rny at OM 2000-4.7; at MM 830-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles (ADF), climb to 2500' on N crs BHM LFR within 20 miles ,or climb to 2000' and proceed to BHM VOR.
AIR CARRIER NOTE: Sliding scale not authorized. No reduction in 2-eng or less T.O. min authorized with ILS inoperative. No straight-in approach authorized with any ILS components inoperative except as noted. No reduction in minimum authorized on cargo or ferry flights.
Major Changes: Transitions changed.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Birmingham,Ala	Municipal 643'	ILS-BHM, LOM-BH	1 Amdt 10 9 Feb 57 Comb ILS-ADF	9 21 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Bismarck LFR	LOM	direct	3300	*T-dn	300-1	300-1	200-½
Bismarck VOR	LOM	direct	3300	C-d	400-1	500-1	500-1½
Int W crs BIS-LFR and SE crs ILS	LOM	direct	3300	C-n	400-1½	500-1½	500-1½
				S-dn-30 ILS	200-½	200-½	200-½
Int R-117 BIS and 283 BRG to LOM	LOM	direct	3300	ADF	400-1	#400-1	#400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*300-1 required on runways 2. 20, 8, 26, 35 and 17.
#500-1½ required if approach lights inoperative.

Procedure turn E side of SE crs, 126 Outbnd, 306 Inbnd, 3300 within 10 mi.
Minimum Altitude at G.S. int inbnd, 2800 ILS, minimum altitude over LOM inbnd final ADF 2800
Altitude of G.S. and distance to approach end of rny at OM 2770-3.7, at MM 1868-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi after passing LOM (ADF) climb to 3800' on W crs BIS-LFR or to 4000' on R-261 BIS within 20 mi.
CAUTION: Radio towers: 1756' ¼ miles S of airport. 2082' 3 mi N 1848' 3.5 mi NW.
Major Changes: Transitions altitudes and missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bismarck, N Dak	Municipal 1653'	ILS-BIS, LOM-BI	1, Amdt 8 28 Jan 1956 Comb ILS-ADF	7 8 Nov 53

Eagle FM via crs 140 (ILS only)	NW crs ILS	direct	4000	*T-dn	300-1	300-1	200-½
Eagle FM via crs 140 (ILS only)	NW crs ILS (Final)	direct	3900	C-d	500-1	500-1½	600-1½
Boise LFR	LOM	direct	4000	C-n	500-1	500-1½	700-1½
Eagle FM (ADF only)	LOM	direct	4000	S-dn-10L			
Eagle FM (ADF only)	LOM (Final)	direct	3900	ILS	200-½	200-½	200-½
				10 L-R ADF	400-1	400-1	400-1
				A-d ILS	600-2	600-2	600-2
				A-n ILS	600-2	700-2	700-2
				A-dn ADF	800-2	800-2	800-2

*300-1 for runway 16-34.

Procedure turn W side NW crs, 277 Outbnd, 097 Inbnd, 4000' within 10 miles.
Minimum Altitude at G.S. int inbnd, 3900 ILS, minimum altitude over LOM inbnd final 3900 ADF
Altitude of G.S. and distance to appr end of rny at OM 3900-3.8, at MM 3055-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi, after passing LOM (ADF) turn right climb to 4000' on NW crs BOI-LFR, 302° outbnd, 122°Inbnd within 10 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Boise, Idaho	Boise Air Terminal 2858'	ILS-IBOI, LOM-BOI	1, Amdt 8 23 Apr 1955 Comb ILS-ADF	7 12 Feb 55

Boston LFR	LOM	Direct	1800	T-dn	300-1	300-1	200-½
East Boston Int	LOM	Direct	1500	C-dn ILS	*500-1	600-1	600-1½
Franklin Int ILS	ILS SW crs or brg 035 to LOM	085-12.4	1800	ADF	600-1	600-1	600-1½
Bedford MHW	LOM	Direct	1700	S-dn ILS 4R	#200-½	#200-½	#200-½
Radar terminal area transitions	Radar site	within 25 mi	1800	ADF 4R L	600-1	600-1	600-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

* 600-1 required when circling W of the airport.
# 400-¾ required with glide slope inoperative.
Procedure turn E side S crs, 215 Outbnd, 035 Inbnd, 1800' within 10 mi.
Minimum Altitude at glide slope int. inbnd: 1800 ILS. Min. alt. over LOM inbnd final - 1300 ADF.
Altitude of glide slope & distance to approach end of rny at OM - 1775-5.6 to point of touch down; at MM - 270-0.8 to point of touchdown.
CAUTION: ILS point of touchdown approx. 3500' in from approach end of runway pavement to allow clearance of ship channel. ADF straight-in and all circling minimums do not provide standard clearance over 370' stack SW of airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.6 mi after passing LOM (ADF), climb to 1300' on NE crs ILS or crs 035 from LOM within 15 mi or (when directed by ATC) make a climbing right turn to 1500' on E crs Boston LFR.
All fixes may be determined and supplemented by surveillance radar.
Major Changes: Transition revised to permit "final" approach from Franklin Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Boston, Mass	Logan 19'	ILS-I-BOS, LOM-BO	1, Amdt 6 4 Aug 56 Comb. ILS-ADF	5 28 Jan 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Peabody Int	5.0 surveillance fix	Direct	1300	T-dn	300-1	300-1	200-½
Peabody Int	5.0 surveillance fix (Final)	Direct	800	C-dn*	500-1	600-1	600-1½
Radar terminal area transitions	Radar Site	within 25 mi	1800	S-dn-22L	#400-1	#400-1	#400-1
				A-dn	800-2	800-2	800-2

All fixes may be determined and supplemented by surveillance radar.
*600-1 required when circling W of airport
Maintain 500' until after passing the Boston LFR.

Procedure turn W side N crs 035 Outbnd, 215 Inbnd, 1500' within 15 mi of Boston LFR.
No glide slope or marker. Descent to airport minimums after passing 5.0 mi fix as determined by surveillance radar.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.0 mi after passing surveillance fix, climb to 1800' on SW crs Boston ILS within 10 mi of the airport.
CAUTION: Circling minimums do not provide standard clearance over 370' stack SW of airport. ADF approach not authorized.
Major Changes: Procedure turn added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Boston, Mass	Logan 19'	ILS BOS	2, Amdt 4 24 Mar 56	3 7 Jan 56

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn ILS*	300-¾	300-¾	300-¾
				ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

* 500-¾ required with glide slope inoperative.

Procedure turn N side of crs, 292 Outbnd, 112 Inbnd, 1600' within 10 mi. NA beyond 10 mi.
Minimum altitude at glide slope int inbnd: 1600' ILS. Min. alt. over HW inbnd final - 1200' ADF.
Alt. of glide slope & distance to approach end of rny at OM 1440', 4.0; at MM 390', 0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.8 mi after passing HW make a left climbing turn to 2000' on crs of 292 from facility within 10 mi.
Alternate missed approach when requested by ATC: Make a climbing left turn, proceed direct to Lawrence Radio Beacon at 2000' (3000' when directed by ATC)
CAUTION: 570' MSL tower 3 mi NE of airport.
Major Changes: ILS returned to operation.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Boston-Bedford, Mass	Hanscom 135'	ILS-IBED, HW(LOM)-BED	1, Orig 13 Oct 56	None

Comb. ILS-ADF

Abingdon Int	ILS E crs	direct	5500	T-dn	300-1	300-1	300-1
Bristol Int via crs 164	ILS E crs or EME MHW	direct	5500	#C-d	700-1	800-1	800-1½
Tri-City VOR via R-352	ILS E crs	direct	5500	#C-n	700-1½	800-1½	800-2
Tri-City LFR	LOM	direct	3000	S-dn-27#**	400-¾	400-¾	400-¾
Int SW crs Tri LFR & E crs ILS	LOM	direct	3000	A-dn	1000-2	1000-2	1000-2
Int SW crs TRI LFR & E crs ILS	EME MHW or Int	direct	5500				
Emmett MHW or Emmett Int	LOM (Final)	direct	on GS* or 2800				
Yuma Int	EME MHW or Emmett Int	direct	5500				

#No reduction of any landing ceiling or visibility minimum is authorized.
**500-1 required when glide slope not utilized.

Procedure turn N side crs, 090 Outbnd, 270 Inbnd, 3000 ## within 5 mi of OM. NA beyond 5 mi.
otherwise 5500 within 10 miles of Emmett MHW*
Minimum Altitude at G.S. int inbnd, 2800 from within 5 mi of LOM, 5500* from E of EME int or MHW.
*Final descent not to be initiated until definitely past Emmett Int-MHW. Glide slope alt 5500' over Emmett.
Altitude of G.S. and distance to appr end of rny at OM 2740-4.0; at MM 1750-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . climb to 5000 on W crs ILS within 20 miles
CAUTION: Abrupt changes in terrain elevations immediately adjacent to procedure areas.
Major Changes: Adds names of Johnson City and Kingsport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Bristol, Tenn (Bristol, Johnson City, Kingsport)	Tri-City 1524'	ILS I TRI	1, Amdt 6 20 Oct 1956	5 22 Sep 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
BRO VOR	LOM	direct	1200	T-dn	300-1	300-1	200-½
BRO LFR	LOM	direct	1200	C-dn	500-1	500-1	500-1½
Los Fresnos FM via crs 118°	N crs ILS or Brng 173 to LOM	direct	1200	S-dn-17 ILS	200-½*	200-½*	200-½*
Int BRO VOR R 330 & N crs ILS	LOM (Final) ILS	direct	1200	ADF	500-1	500-1	500-1
Int BRO VOR R 330 & N crs	LOM (Final) ADF	direct	600	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*400-¾ required when Glide Slope not utilized.

Procedure turn W side N crs, 353 Outbnd, 173 Inbnd, 1200 within 10 mi. Beyond 10 mi NA.
Minimum altitude at G.S. int inbnd, 1200 ILS, minimum altitude over LOM inbnd final 600 ADF
Altitude of G.S. and distance to appr end of rny at OM 1150-3.8; at MM 240-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles after passing LOM (ADF) climb to 1200 on S crs ILS (173) within 10 miles, or when directed by ATC, turn left, climb to 1200' on R-062 BRO within 20 miles.
Major Changes: Add alternate missed approach procedure - revise transition.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Brownsville, Texas	Rio Grande Valley International 22'	ILS-BRO, LOM-BR	1 Amdt 12 9 Feb 57 Comb ILS & ADF	11 8 Sept 56

SW crs Buffalo LFR	SW crs ILS	Direct	2000	T-dn	300-1	300-1	200-½
Wolcottsville FM	LOM (Final)	Direct	1800	C-dn	400-1	500-1	500-1½
Buffalo VOR	LOM	Direct	1800	S-dn-23	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn N side NE crs 052 Outbnd, 232 Inbnd, 1800' within 10 mi of LOM.
Minimum Altitude at glide slope int inbnd: 1800'
Altitude of glide slope & distance to approach end of rny at OM - 1750', 3.7; at MM - 930'.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2000' on SW crs ILS or, (when requested by ATC) climb to 2100' on W crs Buffalo LFR within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Buffalo, N Y	Municipal 711'	ILS BUF	1, Amdt 5 1 Apr 54	4, 1 Oct 54

SW crs Buffalo LFR	SW crs ILS	Direct	2000	T-dn	300-1	300-1	200-½
Angola FM	SW crs ILS (Final)	Direct	1500	C-dn	400-1	500-1	500-1½
Buffalo VOR	SW crs ILS	Direct	2000	S-dn-5	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 232 Outbnd, 052 Inbnd, 2000' within 10 mi of Cheektowaga FM.
No glide path or middle markers 1500' (over Cheektowaga FM) 2.3 (From Cheektowaga FM)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi after passing Cheektowaga FM, climb to 2000' on NE crs ILS, (or when requested by ATC), make a climbing right turn to 2100' on E crs Buffalo LFR within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Buffalo, N Y	Municipal 711'	ILS BUF	2, Amdt 1 1 Apr 54	Orig 2 Aug 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Burbank LFR	LOM	direct	*5000	#T-dn	300-1	300-1	300-1
Saugus Int	LOM	direct	7000	C-d	900-1½	900-1½	900-1½
Simi Int	LOM	direct	4100	C-n	900-2	900-2	900-2
Broome Int	LOM (Final)	direct	4100	S-dn-ry 7	600-1	600-1	600-1
Malibu Int	LOM	direct	5000	A-dn	900-2	900-2	900-2
Shoreline Int	LOM	direct	5000				
Newhall LFR	LOM	direct	6000				
Fillmore VOR	LOM	direct	5000				
Fillmore VOR via R-120	ILS Wcrs(Final)	direct	5000				

*4100' authorized after track is established W bound on ILS localizer.
#600-1 required for all take-offs when departing via SE crs BUR LFR. 200-½ authorized for take-off on rny 25 for more than 2-engine aircraft only.

Procedure turn S side of crs, 256 Outbnd, 076 Inbnd, 4100 within 10 miles of LOM. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 4100
Altitude of G.S. and distance to appr end of rny at OM 4078-11.9, at MM 1268-1.7, inner compass locator 882-0.4

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right and climb to 4100' on W crs of BUR ILS to LOM. Alternate Missed approach: when directed by ATC, climb to 3000' on SE crs of BUR LFR, then make 180° right turn, continuing climb to 5000' while homing on BUR LFR and hold at BUR LFR in non-standard 2 minute pattern on SE crs, or, if directed by ATC, climb to 5000' on SE crs of BUR LFR.
CAUTION: 2000' terrain 2.2 miles NE of airport rising to 3126' approximately 3.5 mi ENE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burbank, Calif	Lockheed Air Term 784'	ILS BUR	1, Amdt 7 10 Nov 1956	6 5 May 56

Burlington LFR	**LOM**	**Direct**	**1500**	**T-dn**	**300-1**	**300-1**	**200-½**
Plattsburgh VOR	**LOM**	**Direct**	**1500**	**C-dn ILS**	**500-1**	**600-1**	**600-1½**
Vergennes FM	**LOM**	**Direct**	**2000**	**ADF**	**600-1**	**600-1**	**600-1½**
Causeway Int *	**LOM (Final)**	**Direct**	**1800**	**S-dn ILS#15**	**300-¾**	**300-¾**	**300-¾**
				ADF	**600-1**	**600-1**	**600-1**
				A-dn ILS	**600-2**	**600-2**	**600-2**
				ADF	**800-2**	**800-2**	**800-2**

# 400-1 required with glide slope inoperative.
*** Int PLB R-180 & NW crs ILS or brng 146 to LOM**

Procedure turn N side NW crs, 326 Outbnd, 146 Inbnd, 1800' within 10 miles. Non-standard due to terrain.
Minimum Altitude at G.S. int inbnd, 1800 ILS, minimum altitude over LOM inbnd final 1000' ADF
Altitude of G.S. and distance to approach end of rny at OM 1755-4.9, at MM 600-.8

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi after passing LOM (ADF), make a climbing right turn to 4500' on crs of 205 from ILS LOM or the S crs of the Burlington LFR within 20 mi.
NOTE: IFR climb-out procedure SE bnd, climb most direct route to the Burlington LFR. Continue to climb to 3500' within 10 mi on the NW crs of Burlington LFR (S crs or N crs when directed by ATC)
NOTE: Minimum departure altitude SE bnd from facility 3500'
Major Changes: IFR climb-out procedure added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burlington, Vt	**Municipal 334'**	**ILS-BTV, LOM-BT,**	**1, Amdt 4 3 Sep 55** **Comb. ILS-ADF**	**3 26 Feb 55**

CPR LFR	LOM	direct	7000	T-dn	300-1	300-1	200-½
CPR VOR	LOM	direct	7500	C-dn	500-2	500-2	500-2
Int R-201 CPR and ILS W crs	LOM	direct	7000	S-dn-7	#300-¾	300-¾	300-¾
Int R-201 CPR and 350 brng to LOM	LOM	direct	7000	A-dn	800-2	800-2	800-2

#AIR CARRIER NOTE: No straight-in approach authorized with inoperative ILS components.

Procedure turn N side W crs, 254 Outbnd, 074 Inbnd, 7000 within 5 mi LOM. Beyond 5 mi NA. Procedure turn N side due to more favorable terrain.
Minimum Altitude at G.S. int inbnd, 7000
Altitude of G.S. and distance to appr end of rny at OM 6680-3.9, at MM 5620-0.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 7500 on E crs of ILS within 20 miles of LMM. Alternate missed approach: when directed by ATC, climb to 7500' on N crs CPR LFR within 20 miles.
NOTE: Approach lights not available.
Major Changes: Adds transitions and alternate missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Casper, Wyo	Natrona County 5348'	ILS CPR	1, Amdt 2 16 Jun 1956	1 6 Aug 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
CPR LFR via crs 074	E crs ILS	direct	7000	T-dn	300-1	300-1	200-½
CPR VOR via R-153	E crs ILS	direct	7000	C-dn	500-2	500-2	500-2
Parktown FM via crs 266	E crs ILS	direct	6500	S-d	400-1	400-1	400-1½
Int R-201 CPR and ILS W crs	CPR LFR	direct	7000	S-n-ry 25	400-1½	400-1½	400-2
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 074 Outbnd, 254 Inbnd, 7000 within 10 miles CPR LFR

No Glide Path, altitude and distance to appr end of rny over CPR LFR on final 6500'-6.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 7500' on W crs of ILS within 20 miles of LMM. Alternate Missed Approach: when directed by ATC, turn left and climb to 8000' on R-201 CPR within 20 miles.

NOTE: Approach lights not available.

Major Changes: Establish missed approach to W.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Casper, Wyo	Natrona County 5348'	ILS CPR	2, Amdt 2 16 Jun 1956	1 6 Aug 54

Int NE crs ILS & brng 254 to CHW LFR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
CHW LFR	LOM	Direct	2500	S-dn-23 ILS	500-1	500-1	500-1
CHW VOR	LOM	Direct	2500	ADF	600-1	600-1	600-1
Gay Int	LOM	Direct	2500	A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 050 outbnd, 230 inbnd, 2300 within 10 miles

No Glide Slope, minimum altitude over LOM inbnd final 1800

Distance to approach end of rny at OM 4.3, at MM 0.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
4.3 mi after passing LOM (ADF), climb to 2500' proceeding to Charleston LFR or (when directed by ATC) climb to 2500' proceeding to CHW VOR.

NOTE: Provisions for use of inoperative components are not applicable to this procedure.

Major Changes: Transition from Gay Int added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charleston W Va	Kanawha County 981'	ILS-CHW, LOM-CH	1, Amdt 6 29 Sep 56 Comb. ILS-ADF	5 1 Apr 54

Charlotte LFR	LOM	direct	2100	T-dn	300-1	300-1	200-½
Int N crs Charlotte LFR & SW crs ILS	LOM	direct	2200	C-dn	400-1	500-1	500-1½
				S-dn-5 ILS*	200-½	200-½	200-½
Union Int	Clover Int. **	direct	2300	ADF	400-1	400-1	400-1
Charlotte VOR	Clover Int**	direct	2300	A-dn ILS	600-2	600-2	600-2
Clover Int** ILS	LOM (Final)	direct	2300	ADF	800-2	800-2	800-2
Clover Int** ADF	LOM (Final)	direct	1500				
York Int	Clover Int**	direct	2300				

*400-¾ required when glide slope not utilized.

**Clover Int, Int R-328 CLT & CLT-ILS-SW crs. (To be shown on A-L Chart only)

Procedure turn S side of SW crs, 229 Outbnd, 049 Inbnd, 2300 within 10 miles

Minimum Altitude at G.S. int inbnd, 2300 ILS, minimum altitude over LOM inbnd final 1500 ADF

Altitude of G.S. and distance to appr end of rny at OM 2290-4.6, at MM 950-0.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 miles of LOM, climb to 2200 on NE crs ILS (049 from LOM) within 20 mi, or when directed by ATC, turn left, climb to 2500 on N crs LFR (358°) within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charlotte, N C	Douglas 748'	ILS-CLT, LOM-CL	1, Amdt 10 17 Nov 1956 Comb ILS & ADF	9 24 Sep 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Chattanooga LFR	CQN MHW	direct	2200	T-dn	300-1	300-1	200-½
Daisy FM	CQN MHW	direct	2200	C-dn	600-1½	700-1½	700-2
Signal Mt Int	CQN MHW	direct	2200	S-dn-19 ILS	300-¾	300-¾	300-¾
Chattanooga VOR	ILS OM	direct	2300	ADF	500-1	500-1	500-1
Chicamauga Int	CQN MHW	direct	2200	A-dn ILS	600-2	600-2	600-2
Whitwell Int	CQN MHW	direct	3300	ADF	800-2	800-2	800-2

Procedure turn E side of NE crs, 015 Outbnd, 195 Inbnd, 2500 within 10 mi of CQN. (Nonstandard due to terrain)
Minimum Altitude at G.S. int inbnd 2500 ILS, minimum altitude over CQN MHW 2500 ADF inbnd final, over LOM inbnd final 1500 ADF
Altitude of G.S. and distance to approach end of rny at OM 1900-4.1, 7.7 CQN to Rny; at MM 890-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.7 miles after passing CQN MHW (ADF) climb to 3300 on SW crs ILS (195) within 20 miles.
CAUTION: Chattanooga "Z" marker will be received over range on final.
NOTE: 500-¾ required when glide slope not utilized. No approach lights. Take-off on runways 14-32 NA with less than 300-1.
AIR CARRIER NOTE: Application of sliding scale to straight-in minima NA.
Major Changes: Adds Chicamauga and Whitwell transitions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Chattanooga, Tenn	Lovell Field 682'	ILS-ICHA, MHW-CQN	1, Amdt 3 28 May 1955 Comb ILS & ADF	2	27 Aug 54

North Chattanooga MHW	Ft Oglethorpe Int	direct	2300	T-dn	300-1	300-1	200-½
ILS OM	Ft Oglethorpe Int	direct	2300	C-dn	600-1½	700-1½	700-2
Chattanooga VOR	Ft Oglethorpe Int	direct	2100	S-dn-1	400-1	400-1	400-1
Chattanooga LFR	Ft Oglethorpe Int	direct	2300	A-dn	800-2	800-2	800-2
Rossville Int	Ft Oglethorpe Int	direct	2300				
Chicamauga Int	Ft Oglethorpe Int	direct	2100				

Procedure turn E side of SW crs, 195 Outbnd, 015 Inbnd, 2200 within 10 mi of Ft Oglethorpe Int
No Glide Slope, minimum altitude over Ft Oglethorpe 1600
Distance to approach end of rny, no glide slope, Ft Oglethorpe Int 3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 miles of Ft Oglethorpe Int, climb to 2500 on NE crs ILS within 20 miles.
NOTE: Take-off on rny 14-32 NA with less than 300-1.
Major Changes: Adds Chicamauga transition.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Chattanooga, Tenn	Lovell Field 682'	ILS-ICHA, VOR-CHA	2, Amdt 2 28 May 1955	1	27 Aug 54

CYS LFR	LOM	direct	7500	T-dn	300-1	300-1	200-½
Silver Crown FM	LOM	direct	8000	C-dn	400-1	500-1	500-1½
CYS VOR	LOM	direct	7500	S-dn-ry 26	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

Procedure turn N side E crs, 081 Outbnd, 261 Inbnd, 7500 within 5 miles of LOM
Minimum Altitude at G.S. int inbnd, 7500
Altitude of G.S. and distance to appr end of rny at OM 7500-5.1, at MM 6312-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 7500 on S crs CYS LFR, Alternate Missed Approach: when directed by ATC, climb to 7500' on N crs of CYS LFR or to 7500' on R-348 CYS, within 20 miles.
Major Changes: Distances and altitude over Middle Marker. Change minimums for 2-engine equipment.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Cheyenne, Wyo	Municipal 6156'	ILS CYS	1, Amdt 14 17 Dec 1955	13	17 Aug 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Big Run Int	LOM	direct	2300	T-dn	300-1	300-1	200-½
API VOR ILS only - via R-040	Elmhurst Int	direct	2300	C-d	400-1	500-1	500-1½
API VOR via R-051	NW crs ILS	direct	2300	C-n	400-1½	500-1½	500-1½
Downers Grove Int	LOM	direct	2300	S-dn-13R			
API VOR	LOM	direct	2300	*ILS	300-¾	300-¾	300-¾
Int NW crs ILS & 051-R API	LOM (Final)	direct	2300	ADF	400-1	400-1	400-1
Elmhurst Int ILS only	LOM (Final)	direct	2300	A-dn ILS	600-2	600-2	600-2
Int 017-R API & NW crs ILS	G.S. Int (Final)	direct	2300	ADF	800-2	800-2	800-2
Roselle Int	G.S. Int (Final)	direct	2500				
Wilson Int via crs 180	NW crs ILS	direct	2300				
Lake Forest Int via R-017 API	NW crs ILS	direct	3000				
Lake Short Int	LOM	direct	2500				
SHI LFR via crs 290	NW crs ILS	direct	2300				
CGT VOR	Kedzie RBN	direct	2000				
Radar Vectors 60° Clockwise to 185°	Radar site	within 20 mi	2000				
Radar Vectors 185 clockwise to 060	Radar Site	within 20 mi	2500				

*400-1 required with glide slope inoperative.

Procedure turn W side of crs, 312 Outbnd, 132 Inbnd, 2300 within 10 miles
Minimum Altitude at G.S. int inbnd, 2300 ILS, minimum altitude over LOM inbnd final 1800 ADF.
Altitude of G.S. and distance to approach end of rny at OM 2255-5.8, at MM 868-0.8

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.8 miles of LOM (ADF) climb to 2000' or higher altitude specified by ATC on SE crs ILS (132) proceed to Gary Int or, if directed by ATC: 1. Make right turn climb to 2000', proceed to Momence Int via N & S crses Harvey LFR Range.

Major Changes: Outbnd P.T. crs corrected. Add ILS transition restriction.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Chicago, Ill	Midway 618'	ILS-ICHI, LOM-CH & VOICE	1, Amdt 12 21 Apr 56 Comb. ILS-ADF	11	25 Feb 56

Evanston Int	LOM	direct	2500	T-dn	300-1	300-1	200-½
Glenview LFR	LOM	direct	2500	C-d	400-1	500-1	500-1½
Int S crs MKE LFR & E crs RFD LFR	LOM	direct	2500	C-n	400-1½	500-1½	500-1½
				S-dn-14 ILS	300-¾	300-¾	300-¾
Int E crs RFD LFR & NW crs ILS only	LOM (Final)	direct	2500	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
Wilson Int	LOM	direct	2500	ADF	800-2	800-2	800-2
Chicago LFR	LOM	direct	2500				
Naperville VOR	LOM	direct	2500				
CHI LOM	LOM	direct	2500				
Int JVL VOR 104R & NW crs ILS-ILS only	LOM (Final)	direct	2500				

Procedure turn W side of NW crs, 318 Outbnd, 138 Inbnd, 2500 within 10 miles.
Minimum Altitude at G.S. int inbnd, 2500 ILS, inbnd final 2000 ADF
Altitude of G.S. and distance to approach end of rny at OM 2503-5.4, at MM 899-.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.4 miles after passing LOM (ADF) make left turn climb to 2500 on crs of 050 to SE crs NBU LFR. Proceed to Mundelein Int via NBU LFR, or when directed by ATC: 1. Make left turn climbing to 2500' proceed to LOM.

Major Changes: Transitions added. Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Chicago, Ill	O'Hare International 657'	ILS-IORD, LOM-OR	1, Amdt 3 7 Apr 1956 Comb ILS-ADF	2	22 Mar 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Cincinnati VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
New Baltimore Int	LOM	Direct	2300	C-dn	400-1	500-1	500-1½
Cincinnati LFR	LOM	Direct	2400	S-dn-36 ILS	200-½	200-½	200-½
Dry Ridge Int	Union Int	Direct	2000	ADF	400-1	400-1	400-1
Bridgetown Int	LOM	Direct	2400	A-dn ILS	600-2	600-2	600-2
Grants Lick Int	Union Int	Direct	2000	ADF	800-2	800-2	800-2
Union Int ILS	LOM (Final)	Direct	2000				
Union Int ADF	LOM (Final)	Direct	1500				

Radar terminal area transition altitudes: From 022 to 105 2500' within 30 mi; from 105 through 180 to 022, 2000' within 15 mi; 2500' within 30 mi.

Procedure turn E side of crs, 180 Outbnd, 360 Inbnd, 2000' within 10 mi
Minimum altitude at glide slope int inbnd, 2000' ILS. Min. alt. inbnd final 1500' ADF.
Altitude of glide slope & distance to approach end of rny at OM - 1987'-3.9; at MM - 1055-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi after passing LOM (ADF), climb to 2300' on N crs ILS to New Baltimore Int. or when directed by ATC, make a left climbing turn, climb to 2300' on track of 285 from LMM within 15 mi.
Major Changes: Revises transitions to permit straight-in approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cincinnati,Ohio	Greater Cincinnati 890'	ILS-CVG, LOM-CV	1, Amdt 9 18 Aug 56 Comb. ILS-ADF	8 30 Jul 55

Camden Int	New Baltimore Int	Direct	2500	T-dn	300-1	300-1	200-½
New Baltimore Int	Addyston FM	Direct	2100	C-dn	400-1	500-1	500-1½
New Baltimore Int	Addyston FM (Final)	Direct	1600				
Union Int	Addyston FM	Direct	2300	S-dn-18	400-1	400-1	400-1
Cincinnati VOR	Addyston FM	Direct	2300	A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 360 Outbnd, 180 Inbnd, 2100' within 5 mi of Addyston FM
No glide slope or markers. Descend to authorized landing minimums after passing Addyston FM. Distance and brng to Rnwy 18 5.0 180 Minimum altitude over Addyston FM 1600'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
5.0 mi after passing Addyston FM, make a right climbing turn to 2400' on crs of 240 from ILS LMM or Cincinnati VOR 240 radial within 15 mi. Alternate missed approach procedure (when directed by ATC) climb to 2000' on S crs ILS to Union Int.
Major Changes: Revises missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cincinnati, Ohio	Greater Cincinnati 890'	ILS CVG	2, Amdt 4 22 Aug 56	3 6 Aug 55

Cleveland LFR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
Elyria FM	LOM	Direct	2200	C-dn	400-1	500-1	500-1½
Walter Int	LOM	Direct	2200**	S-dn-5L*ILS	300-¾	300-¾	300-¾
Int SW crs ILS or 054 brng to LOM and CLE VOR 135 rad.	LOM	Direct	2200**	5L, 5ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
Cleveland VOR via R-102	SW crs ILS or Int brg 054 to to LOM	Direct	2200**	ADF	800-2	800-2	800-2

* 400-¾ required with glide slope inoperative.
** After interception of localizer crs inbnd, descent on glide slope to cross outer marker at 2070 is authorized.
Procedure turn S side SW crs, 234 Outbnd, 054 Inbnd, 2200' within 10 miles.
Minimum Altitude at G.S. int inbnd, 2200 ILS, minimum altitude over LOM inbnd final 1700 ADF
Altitude of G.S. and distance to approach end of rny at OM 2070-3.9, at MM 1020-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi after passing LOM (ADF) make a right climbing turn, climb to 3000' on N # side E crs Cleveland LFR within 20 mi. Alternate missed approach procedure (when requested by ATC)

1. Make right# climbing turn, proceed to LOM at 2600 or,
2. Climb to 2500' on NE crs ILS within 15 mi.

#Caution: 1970' TV towers approximately 7 mi ESE of airport.
NOTE: The following radar transition altitudes are applicable to all procedures; S, NW & N, quadrants of Cleveland LFR within 10 mi 2000', within 30 mi 3000' in SE quadrant within 30 mi 3000' in all quadrants in accordance with established radar patterns.
Major Changes: Final transitions added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cleveland, Ohio	Cleveland-Hopkins 789'	ILS-CLE, LOM-CL	1, Amdt 13 18 Aug 56 Comb. ILS-ADF	12 19 Oct 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Radar transition to ILS NE crs with established surveillance patterns for Runway 23R	to be conducted in accordance			T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-23R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn NA Inbnd crs 234

No glide slope or markers. Minimum altitude to 4 mi fix 2000'. Descent to landing minimums after passing 4 mi fix as determined by surveillance radar.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4 mi after passing radar fix climb to 2200' (or at higher altitude when requested by ATC) on SW crs ILS to LOM. This procedure authorized only in conjunction with airport surveillance radar. No glide slope and no altitude information given on final approach between ASR 4 mi fix and airport unless requested.

NOTE: The following radar transition altitudes are applicable to all procedures; S, NW, and N quadrants of Cleveland LFR within 10 mi 2000', within 30 mi 3000' in SE quadrant within 30 mi 3000' in all quadrants in accordance with established radar patterns.

CAUTION: 1970' TV towers approximately 6 mi ESE of airport.

Major Changes: Radar gate moved.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cleveland, Ohio	Cleveland-Hopkins 789'	ILS CLE	2, Amdt 3 12 Nov 55	2 15 Oct 55

From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Black Forest FM	COS MHW (LOM)	direct	8200	T-dn ILS	300-1	300-¾	300-¾
ILS LMM	COS MHW (LOM)	direct	7200	ADF	300-1	300-1	300-1
Fountain FM	COS MHW (LOM)	direct	7200	C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-dn-35 ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 166 Outbnd, 346 Inbnd, 7200 within 10 miles of COS MHW (LOM).

Minimum Altitude at G.S. int inbnd, 7200 ILS, minimum altitude over COS MHW inbnd final 7200 ADF.

Altitude of G.S. and distance to approach end of rny at OM 7120-3.8, at MM 6270-0.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.8 miles after passing LOM (ADF) climb to 8000 on 035 crs from LOM within 20 miles. Alternate Missed Approach, when directed by ATC, climb to 8000' on 090 crs from LOM within 20 miles.

NOTE: No approach lights available. Standard clearance not provided from restricted area 194.

AIR CARRIER NOTE: Provisions for inoperative ILS components not applicable.

CAUTION: (1) 7190' MSL Radio Tower 15.5 mi N of LOM. KHGF - 7910 tower 21 mi N of LOM. Danger area 2.5 mi W of localizer center line.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Colorado Springs, Colorado	Peterson Field 6172'	ILS-ICOS, MHW (LOM) COS	1, Amdt 4 1 May 1954 Comb ILS-ADF	3 15 Feb 54

From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Columbia LFR	LOM	direct	1600	T-dn	300-1	300-1	200-½
Columbia VOR	LOM	direct	1500	C-dn	400-1	500-1	500-1½
				S-dn-5 ILS*	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*400-¾ required when glide slope not utilized

Procedure turn S side SW crs, 226 Outbnd, 046 Inbnd, 1500 within 10 mi. Beyond 10 mi NA.

Minimum Altitude at G.S. int inbnd, 1500 ILS, minimum altitude over LOM inbnd final 1000 ADF

Altitude of G.S. and distance to appr end of rny at OM 1470-3.9, MM 420-0.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.9 miles LOM (ADF) climb to 2000 on the W thenE crs of LFR or R-073 CAE within 20 miles

NOTE: No approach lights

Major Changes: Revise transition from VOR and missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbia, S C	Columbia 244	ILS-ICAE, LOM-CA	1, Amdt 1 10 Sep 1955 Comb ILS & ADF	Orig 3 Feb 1954

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Columbus LFR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
Appleton VOR	E crs ILS (Final)	Direct	2500	S-dn-27 ILS	200-½	200-½	200-½
Radar terminal area transition	altitudes:	within		ADF	400-1	400-1	400-1
	Radar Site	25 mi	2500	A-dn ILS	600-2	600-2	600-2
	Radar Site	35 mi	3000	ADF	800-2	800-2	800-2
	Radar Site	40 mi	4000				

Procedure turn N side E crs, 096 Outbnd, 276 Inbnd, 2500' within 10 mi. NA beyond 10 mi.
Minimum altitude at glide slope int inbnd: 2500' ILS. Min. alt. over LOM inbnd final - 2000' ADF.
Altitude of glide slope & distance to approach end of runway at OM - 2595-5.4; MM 1093-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 mi after passing LOM (ADF), climb to 2500' on W crs ILS or crs 276 from LOM within 15 mi.
Major Changes: Provides transition from Appleton VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbus, Ohio	Port Columbus 816'	ILS-CMH, LOM-CM	1, Amdt 7 3 Nov 56 Comb ILS-ADF	6 11 Aug 56

Columbus LFR	Bexley MHW	Direct	2400	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
Columbus VOR	Bexley MHW	Direct	2400	S-dn-9	400-1	400-1	400-1
Hilliard FM	Bexley MHW (Final)	Direct	2000	A-dn ILS	600-2	600-2	600-2
Radar Terminal area transition	altitudes: Radar Site	within		ADF	800-2	800-2	800-2
		25 mi	2500				
		35 mi	3000				
		40 mi	4000				

Procedure turn S side W crs, 276 Outbnd, 096 Inbnd, 2500' within 10 mi of Bexley MHW
No glide slope - 2000' over Bexley MHW; 3.3 mi from Bexley MHW to rwy 9.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 mi after passing Bexley MHW, climb to 2400' on E crs ILS or crs 096 from Bexley MHW within 15 mi
Major Changes: Procedure turn and final approach altitudes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbus, Ohio	Port Columbus 816'	ILS CMH MHW-BXL	2, Amdt 2 30 Jul 55 Comb. ILS-ADF	1 6 Aug 54

Dallas VOR	LOM	direct	1800	T-dn	300-1	300-1	200-½
Ross Ave. Int	LOM	direct	1700	C-dn	400-1	500-1	500-1½
Farmers Branch Int	LOM	direct	1600	S-dn-13 ILS	200-½	200-½	200-½
Coppell Int ILS	LOM (Final)	direct	2000	ADF	400-1	400-1	400-1
Coppell Int ADF	LOM (Final)	direct	1200	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Radar terminal area transition altitude: 2000 within 5 to 20 mi. Radar control must provide 3 mi or 1000 vert. separation or 3 to 5 mi and 500 vert separation from radio towers - 1108 MSL 20 mi N; 2349 MSL 16 mi SSW; 1230 MSL 10 mi WNW of airport.

Procedure turn N side NW crs, 307 Outbnd, 127 Inbnd, 2000 within 10 mi.
Minimum Altitude at G.S. int inbnd, 2000 ILS, minimum altitude over LOM inbnd final 1200 ADF
Altitude of G.S. and distance to appr end of rny at OM 1920-4.2, at MM 775-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 miles of LOM (ADF) climb to 2000 on SE crs ILS (127) within 20 miles or, when directed by ATC, turn left, proceed to DAL VOR, climbing to 2000
CAUTION: 1221' R.T. 5.6 mi WNW of LOM. 695' tank 1.7 mi SE runway 31. Procedure turn non-standard due ATC.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dallas, Texas	Love Field 485'	ILS-IDAL, LOM-DA	1, Amdt 2 26 May 1956 Comb ILS & ADF	1 18 Jun 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
DAL VOR	Ross Ave Int	direct	2000	T-dn	300-1	300-1	200-½
DAL VOR	Fair Park Int	direct	2000	C-dn	400-1	500-1	500-1½
DAL LFR	Ross Ave Int	direct	2000	S-dn-*31	400-1	400-1	400-1
Trinity Fork Int	Fair Park Int	direct	2000	A-dn	800-2	800-2	800-2
Fair Park Int	Ross Ave Int (Final)	direct	1500				
Duncanville RBN	Fair Park Int	direct	2000				

Radar terminal area transition altitude: 2000 within 5 to 20 mi. Radar control must provide 3 mi or 1000 vert. separation or 3 to 5 mi and 500 vert. separation from radio towers - 1108 MSL 20 mi N; 2349 MSL 16 mi SSW; 1230 MSL 10 mi WNW of airport.

Procedure turn S side SE crs, 127 Outbnd, 307 Inbnd, 2000 within 10 mi of Ross Ave Int
Altitude over Ross Ave Int 1500; distance to rny 31, 32 mi. Altitude over Tank fix# 1000*; distance to rny 31 1.5 mi.
#Tank fix is Tank FM or Int R-229 DAL VOR and SE crs ILS
*Descent below 1000 MSL not authorized unless position over tank fix determined.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi of Ross Ave Int, climb to 2200 on NW crs ILS or, when directed by ATC, turn right, climb to 2000 on R-063 DAL within 20 miles.
CAUTION: 695 MSL tank 1.7 mi from approach end of Runway 31.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dallas, Texas	Love Field 485	ILS-IDAL	2, Amdt 2 26 May 1956	1 21 Dec 55

Dayton VOR	LOM	Direct	2300	T-dn	300-1	300-1	200-½
Wright-Patterson LFR	LOM	Direct	3000	C-dn	400-1	500-1	500-1½
W crs Columbus LFR & ILS NE crs or brng 236 to LOM	LOM	Direct	2300	S-dn-6* ILS ADF	200-½ 400-1	200-½ 400-1	200-½ 400-1
Liberty Int	LOM	Direct	2300	A-dn ILS	600-2	600-2	600-2
Dayton VOR Rad. 086 & ILS NE crs or brng 236 to LOM	LOM	Direct	2300	ADF	800-2	800-2	800-2
West Alexandria Int ILS#	LOM (Final)	Direct	2300				
West Alexandria Int ADF	LOM (Final)	Direct	1700				

* 400-¾ required with glide slope inoperative.
# Int W crs Wright Patterson LFR & SW crs ILS or brng 056 to LOM.

Procedure turn W side SW crs, 236 Outbnd, 056 Inbnd, 2300' within 10 mi.
Minimum altitude at glide slope int inbnd: 2300' ILS. Min. Alt. over LOM inbnd final - 1700' ADF.
Alt. of glide slope & distance to approach end of rny at OM - 2270'-3.8; at MM - 1235-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi after passing LOM (ADF), climb to 2200' on 360 crs from Tipp City MHW within 10 mi.
Major Change: Note added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dayton, Ohio	Dayton 1008'	ILS-DAY, LOM-DA	1, Amdt 11 17 Nov 56 Comb. ILS-ADF	10 1 Apr 54

Dayton VOR	TPC MHW	Direct	2200	T-dn	300-1	300-1	200-½
Wright-Patterson LFR	TPC MHW	Direct	2200	C-dn	400-1	500-1	500-1½
Springfield MHW	TPC MHW	Direct	2300	S-dn-24 ILS	400-1	400-1	400-1
Int R-203 DAY & ILS SW crs or 056 brng to Tipp City MHW	TPC MHW	Direct	2200	ADF A-dn	400-1 800-2	400-1 800-2	400-1 800-2
Int W crs Columbus LFR & ILS NE crs or 236 brng to Tipp City MHW	TPC MHW (Final)	Direct	1700				
Int R-086 DAY & ILS NE crs or brng 236 to Tipp City MHW	TPC MHW (Final)	Direct	1700				

Procedure turn N side NE crs (back crs ILS) 056 Outbnd, 236 Inbnd, 2200' within 10 mi of Tipp City MHW
No glide slope or markers, Alt. over Tipp City MHW 1700'. Distance Tipp City to Rny 24, 4.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, climb to 2300' on SW crs ILS or 236 brng Outbnd from Tipp City MHW within 10 mi.
NOTE: Provision for inoperative ILS components not applicable.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dayton, Ohio	Dayton 1008'	ILS-DAY, MHW-TPC	2, Amdt 1 1 Apr 54 Comb. ILS-ADF	Orig 16 Dec 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
DEN LFR	LOM	direct	7000	T-dn	300-1	300-1	200-½
DEN VOR	LOM	direct	7000	C-dn ILS	400-1	500-1	500-1½
Aurora "H"	LOM	direct	7000	ADF	900-1	900-1	900-1½
Dupont Int	LOM	direct	7000	S-dn-ry 26L			
See Bee Int	LOM	direct	7000	ILS	200-½	200-½	200-½
Int E crs ILS and S crs DEN LFR	LOM	direct	7000	ADF	900-1	900-1	900-1
Bennett Int	LOM	direct	7000	A-dn ILS	600-2	600-2	600-2
				ADF	900-2	900-2	900-2

Procedure turn N side E crs, 7000 within 10 miles, 076 Outbnd, 256 Inbnd.
Minimum Altitude at G.S. int inbnd, 7000'
Altitude of G.S. and distance to approach end of rny at OM 6997-5.5, ADF 7000', at MM 5571-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5 miles after passing LOM (ADF) turn right, climb to 6300' on N crs DEN LFR within 20 miles. Alternate Missed Approach: when directed by ATC, turn right, climb to 6600' on E crs DEN LFR.
CAUTION: 5918' MSL Radio Tower 4.7 mi E SE of airport. 5579' MSL Tank .9 mi SE MM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Denver, Colo	Stapleton Airfield 5331'	ILS-DEN, LOM-DE	1, Amdt 19 3 Dec 1954 Comb ILS-ADF	18	16 Aug 54

Des Moines LFR	LOM	direct	2400	T-dn*	300-1	300-1	200-½
Des Moines VOR	LOM	direct	2400	C-dn	400-1	500-1	500-1½
Martensdale FM	LOM	direct	2400	S-dn-31#ILS	300-¾	300-¾	300-¾
Int N crs DSM-LFR & SE crs ILS	LOM	direct	2400	ADF	400-1	400-1	400-1
Int R-079 DSM & SE crs ILS	LOM (Final)	direct	2400	A-dn ILS	600-2	600-2	600-2
Int R-001 DSM & SE crs ILS	LOM	direct	2400	ADF	800-2	800-2	800-2
Int R-064 DSM & SE crs ILS	LOM (Final)	direct	2400				
Int R-032 DSM & SE crs ILS	LOM	direct	2400				

*When tower 1546' not visible on N, NW, E & NE take-offs, climb to 2100 prior to turning toward tower.
#400-1 required when glide slope inoperative.

Procedure turn E side of crs, 125 Outbnd, 305 Inbnd, 2400 within 10 miles
Minimum Altitude at G.S. int inbnd, 2400 ILS, inbnd final 2400 ADF
Altitude of G.S. and distance to appr end of rny at OM 2371-4.2, at MM 1183-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 miles climb to 2600 on NW crs ILS or on outbnd crs of 305 from LOM within 20 mi, or when directed by ATC, make left climbing turn climb to 2600 on W crs of DSM-LFR within 20 miles.
CAUTION: 1546' MSL tower 3 mi NNE of airport.
Major Changes: Transitions, courses, altitudes and missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Des Moines, Iowa	Des Moines 957'	ILS-DSM, LOM-DS	1, Amdt 1 21 Apr 1956 Comb ILS-ADF	Orig	12 Feb 54

Des Moines VOR via R-334	Clive Int#	direct	2500	*T-dn	300-1	300-1	200-½
ILS-LOM	Clive Int#	direct	2500	C-dn	400-1	500-1	500-1½
				S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*When tower not visible on N, NW, E and NE take-offs, climb to 2100' prior to turning toward tower. Procedure authorized only when aircraft equipped to receive ILS & VOR simultaneously.

Procedure turn W side NW crs, 305 Outbnd, 125 Inbnd, 2100 within 10 miles of Clive Int#
No Glide Slope. No Outer Marker, 1600' over Clive Int# 2.1 mi, no Middle Marker.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 miles after passing Clive Int#, climb to 2300 on ILS SE crs, or when directed by ATC: 1. Climb to 2300' on S crs DSM-LFR to Martensdale FM.
#Clive Int - Int R-333 DSM and ILS NW crs
CAUTION: 1546' MSL Tower 3.0 mi NNE of airport.
Major Changes: Minimum altitude raised due to concrete chimney 1067' MSL located 3.9 NW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Des Moines, Iowa	Des Moines 957'	ILS DSM	2, Amdt 2 10 Nov 1956 Comb ILS-VOR-Back Crs Approach	1	21 Apr 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Detroit LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
Salem VOR via SVM R-155	LOM	direct	2000	C-dn	400-1	500-1	500-1½
Carleton VOR	LOM	direct	2000	S-dn-3L ILS	300-¾	300-¾	300-¾
Park VHF Int	LOM	direct	2000	ADF	400-1	400-1	400-1
Midcraft Int (via RML LFR)	LOM	direct	2000	A-dn ILS	600-2	600-2	600-2
YIP ILS LOM	LOM	direct	2000	ADF	800-2	800-2	800-2
Int SW crs RML ILS crs & SW crs QG LFR	LOM	direct	2000				
Flat Rock Int	LOM	direct	2000				
Int SW Crs RML ILS & CRL R-267	LOM	direct	2000				

Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from LOM. Refer to Willow Run Radar procedure if detailed information on sector altitudes is desired.

Procedure turn E side SW crs, 212 Outbnd, 032 Inbnd, 2000 within 10 mi.
Minimum Altitude at G.S. int inbnd 1900 ILS, inbnd final 1500 ADF
Altitude of G.S. and distance to approach end of rny at OM 1872-4.3, at MM 884-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.3 miles, make right turn, climb to 2000' proceed to RML LOM or when directed by ATC (1) Make left turn, climb to 2300', proceed to RML LFR. (2) Make left turn, climb to 2500' proceed to SVM VOR via SVM R-127. (3) Make right turn, climb to 2300', proceed to Flat Rock Int.
Major Changes: Transitions deleted and added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Wayne Major 639'	ILS-IRML, LOM-RM	1, Amdt 2 31 May 1956 Comb ILS-ADF	1 22 Mar 55

Detroit LFR	Int* or Int**	direct	2700	T-dn	300-1	300-1	200-½
RML LOM	Int* or Int**	direct	2700	C-dn	500-1	500-1	500-1½
SVM VOR	Int* or Int**	direct	2700	S-dn-21R	500-1	500-1	500-1
FRD RBN	Int* or Int**	direct	2700	A-dn	800-2	800-2	800-2
Int NE crs ILS & NW crs QG LFR	Int* or Int**	direct	2700				
Int QG R-265 & ILS crs	Int* or Int**	direct	2700				
Park VHF Int	Int* or Int**	direct	2700				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from Int* or Int**. Refer to Willow Run Radar Procedure if detailed information on sector altitudes is desired.

Procedure turn W side NE crs, 032 Outbnd, 212 Inbnd, 2700 within 10 mi of Int* or Int**
No Glide Slope. No Outer Marker, 2300 over Int* or Int** 5.2 mi. No Middle Marker
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.2 mi, climb to 2000' on SW crs ILS to LOM or when directed by ATC (1) Make right turn, climb to 2000 proceed to FRD RBN. (2) Make left turn, climb to 2300', proceed to Flat Rock LF Int.
NOTE: Procedure NA unless aircraft equipped to receive ILS & VOR or ILS & ADF brngs simultaneously, unless radar fixes are obtainable at Int* or Int**.
*Int-Int NE crs ILS & SVM R-118.
** Int-Int NE crs ILS & 265 ADF brg to FRD RBN.
Major Changes: Transitions added. Radar transitions authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Wayne Major 639'	ILS Back Crs	2, Amdt 2 31 May 1956	1 9 Jul 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Detroit LFR	LOM	direct	2300	T-dn	300-1	300-1	200-½
Int N crs RML LFR & N E crs ILS	LOM	direct	2300	C-dn	400-1	500-1	500-1½
or Brng 230 to LOM				S-dn-4R ILS	200-½	200-½	200-½
Int N crs TOL LFR & SW crs ILS	LOM (Final)	direct	2300	4R-L ADF	400-1	400-1	400-1
Salem VOR	LOM	direct	2300	A-dn ILS	600-2	600-2	600-2
Carleton VOR	LOM	direct	2300	ADF	800-2	800-2	800-2
Bridgewater LF Int	LOM	direct	2300				
Milan Int	LOM (Final)	direct	2300				
Ann Arbor Int	LOM	direct	2300				
Park VHF Int	LOM	direct	2300				
Bridgewater VHF Int	LOM	direct	2300				

Radar transition to final approach crs authorized. Procedure turn not necessary on vectoring to final approach crs. Refer to Willow Run Radar Procedure if detailed information on sector altitudes is desired.

Procedure turn W side SW crs, 230 Outbnd, 050 Inbnd, 2300 within 10 miles.
Minimum Altitude at G.S. int inbnd, 2300 ILS inbnd final 1500 ADF
Altitude of G.S. and distance to approach end of rny at OM 2251-4.9, at MM 932-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi of LOM (ADF) make left turn climb to 2500 on R-170 SVM or when directed by ATC: (1) climb to 2700' on NE crs ILS proceed to Midcraft Int. (2) make right turn climb to 2300' proceed to RML LFR.
Major Changes: Transitions added. Radar transition authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Willow Run 716'	ILS-IYIP, LOM-YI	1, Amdt 8 31 May 1956 Comb ILS-ADF	7 22 Mar 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
El Paso VOR	LOM	direct	5000	T-dn	300-1	300-1	200-½
El Paso LFR	LOM	direct	5000	C-dn	400-1	500-1	500-1½
Antelope Int	Cowert Int	direct	7000	S-dn-22 ILS	200-½	200-½	200-½
Int W crs ELP LFR & NE crs ILS	LOM	direct	5000	ADF	400-1	400-1	400-1
Hueco Mt Int	Cowert Int	direct	7000	A-dn ILS	600-2	600-2	600-2
Newman VOR	Cowert Int	direct	6000	ADF	800-2	800-2	800-2
Cowert Int ILS	LOM (Final)	direct	5000				
Cowert Int ADF	LOM (Final)	direct	4500				

Procedure turn N side of NE crs, 038 Outbnd, 218 Inbnd, 5000 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd 5000 ILS, minimum altitude over LOM inbnd final 4500 ADF
Altitude of G.S. and distance to appr end of rny at OM 5000-3.7, at MM 4120-0.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles after passing LOM (ADF) turn left to 125 climb to 5000 intercept & proceed S on S crs. LFR, or intercept & proceed S on R-151 ELP within 20 mi.
NOTE: Straight-in ILS minima 400-¾ when glide slope not used. Glide slope touch down 2744' from rny end.
Cowert Int, NE crs ILS-EWM 103 radial.
Major Changes: Revise transitions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
El Paso, Texas	International 3936'	ILS-IELP, LOM-EL	1, Amdt 10 5 Jan 57 Comb ILS & ADF	9 26 May 56

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
North Springfield FM	OM	Direct	2000	T-dn	300-1	300-1	200-½
Erie VOR	OM (Final)	Direct	2000	C-dn	500-1	500-1	500-1½
Erie LFR	OM	Direct	2000	S-dn-6*	300-¾	300-¾	300-¾
North Springfield FM via crs 090	SW crs ILS (Final)	Direct	2000	A-dn	600-2	600-2	600-2

* 400-1 required with glide slope inoperative.

Procedure turn S side SW crs, 240 Outbnd, 060 Inbnd, 2000' within 10 mi.
Minimum Altitude at glide slope int inbnd, 2000'
Altitude of glide slope & distance to approach end of rny at OM - 1950-3.9; at MM 935-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2500' on 060 brng from LMM or NE crs Erie LFR within 10 mi.
AIR CARRIER NOTE: 300-1 required for take-off on all runways except 6-24.
Major Changes: Facility returned to operation after runway construction.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Erie, Pa	Port Erie 732'	ILS ERI	1, Orig 1 Sep 55	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
EUG - LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
EUG - VOR	LOM	direct	2000	C-dn	500-1	500-1½	600-1½
Cottage Grove FM via crs 320	S crs ILS	direct	3100	S-dn-16 ILS	300-¾	400-1	400-1
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn E side N crs, 338 Outbnd, 158 Inbnd, 2000 within 10 miles. (Non-standard due to terrain).
Minimum Altitude at G.S. int inbnd 2000 ILS, minimum altitude over LOM inbnd final 1500 ADF
Altitude of G.S. and distance to appr end of rny at OM 1570-4.0, at MM 550-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles, after passing LOM (ADF) turn right and climb to 2000' on N crs of EUG-LFR or climb to 2000' on R-355 within 20 miles.
Major Changes: Raise 2-engine take-off minimum to 300-1. Delete air carrier restriction note. Add ADF procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Eugene, Oreg	Mahlon Sweet 365'	ILS-I-EUG, LOM-EU	1, Amdt 10 29 Oct 1955 Comb ILS-ADF	9	4 Jun 54

Int EVV R-062 & 254 Brg to LOM	LOM	direct	1800	**T-dn	300-1	300-1	200-½
Int EVV R-077 & 284 Brg to LOM	LOM	direct	1800	C-J	600-1	600-1	600-1½
Int EVV R-030 & 190 Brg to LOM	LOM	direct	1800	C-n	600-2	600-2	600-2
EVV-VOR	LOM	direct	2000	S-dn-21*ILS	400-1	400-1	400-1
				S-d-21 ADF	500-1	500-1	500-1
				S-n-21 ADF	500-1½	500-1½	500-1½
				A-dn #ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

**300-1 on rny 9-27.
*500-1 required with glide slope inoperative. Inoperative ILS components provisions regarding approach lights not applicable.
#All installed components of ILS must be operating; otherwise, alternate minimums of 800-2 apply.

Procedure turn N side NE crs, 035 Outbnd, 215 Inbnd, 1800 within 10 miles
Minimum Altitude at G.S. int inbnd, 1800 ILS, 1300 ADF
Altitude of G.S. and distance to approach end of rny at OM 1704-3.9, at MM 631-0.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles after passing LOM, make left climbing turn, climb to 2000' on 180 crs from LMM (or airport) to R-80, proceed to EVV-VOR on R-80. If further instructions not received, hold SW of VOR at 2000'. When directed by ATC: (1) Make climbing right turn, climb to 2000' on 330 track from LMM (or airport) to R-355 & proceed outbnd on R-355 within 20 miles of EVV-VOR.
AIR CARRIER NOTE: Sliding scale authorized only on rny 3-21 and 18-36.
CAUTION: Radio tower 975' MSL 3.6 miles SW of airport.
Major Changes: Transitions deleted. Altitudes raised. (Glide slope changed). Missed approach and air carrier notes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Evansville, Ind	Dress Memorial 389'	ILS-EVV, LOM-EV	1, Amdt 4 21 Jul 56 Comb. ILS & ADF	3	15 Jul 54

Fairbanks LFR	LOM	direct	4000'	T-dn	300-1	300-1	200-½
Wood River Int	LOM	direct	4000	C-dn	400-1	500-1	500-1½
Chena Int	LOM	direct	4000	S-dn-19 ILS	200-½	200-½	200-½
Fox Rbn ILS	LOM (Final)	direct	3000	ADF	400-1	400-1	400-1
Fox Rbn ADF	LOM (Final)	direct	2300	A-dn ILS	600-2	600-2	600-2
Additional Transitions to FOX Rbn				ADF	800-2	800-2	800-2
Fairbanks LFR	FOX MHW	direct	4000				
Wood River Int	FOX MHW	direct	4000				

Procedure turn W side N crs, 009 Outbnd, 189 Inbnd, 3000 within 5 miles LOM; 4000* within 15 miles FOX MHW.
*CAUTION: Do not descend below 4000' until past FOX MHW inbnd on final approach.
Minimum Altitude at G.S. int inbnd 3000 ILS, minimum altitude over LOM inbnd final 2300 ADF
Altitude of G.S. and distance to approach end of rny at OM 2320-5.8, at MM 670-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.8 miles after passing LOM (ADF) climb to 3900' on crs of 189° to Wood River Int, then SW on NE crs (216°) Nenana LFR within 20 miles of int.
RESTRICTION: Minimums established on condition that all maneuvering be confined to E of airport; 800' terrain within 1½ miles W of airport rising to 1000' within 2 miles.
Major Changes: Delete departure procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Fairbanks, Alaska	International 434'	ILS-I-FAI, LOM-FA MHW-FOX	1, Amdt 2 14 Apr 1956 Comb ILS & ADF	1	31 Mar 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Fargo VOR	LOM	direct	2300	T-dn	300-1	300-1	200-½
Fargo LFR	LOM	direct	2300	C-d	500-1	500-1	500-1½
West Fargo FM	LOM	direct	2300	C-n	500-1½	500-1½	500-1½
Barnesville FM	LOM	direct	2300	S-dn-35*ILS	300-¾	300-¾	300-¾
Int E crs FAR-LFR & 233 Brg to LOM	LOM	direct	2300	d-35 ADF	500-1	500-1	500-1½
				n-35 ADF	500-1½	500-1½	500-1½
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

NOTE: *500-1 required when glide slope inoperative.

Procedure turn W side of crs, 171 Outbnd, 351 Inbnd, 2300 within 10 miles

Minimum Altitude at G.S. int inbnd, 2100 ILS, inbnd final 1800 ADF

Altitude of G.S. and distance to approach end of rny at OM 2070-3.9, at MM 1112-0.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.9 miles after passing LOM (ADF) climb on N crs Fargo LFR to 2300 within 10 mi or when directed by ATC: 1. Make left climbing turn, climb to 2800' on W crs Fargo LFR within 10 miles. 2. Make left climbing turn to intercept 278R FAR-VOR, climb to 2800' on 278R within 10 miles of FAR-VOR.

CAUTION: Radio Tower 1075' MSL 1.2 mi SSE of airport.

Major Changes: Note added regarding glide slope inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Fargo, N Dak	Hector 900'	ILS-FAR, LOM-FA	1, Amdt 9 21 Apr 1956 Comb ILS-ADF	8	10 Mar 56

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-9#ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn *ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

AIR CARRIER NOTE: #400-1 required when Glide Slope inoperative. * All installed components of the ILS must be operating, otherwise alternate minimums of 800-2 apply.

Procedure turn S side W crs, 271 Outbnd, 091 Inbnd, 2000 within 10 miles.

Minimum Altitude at G.S. int inbnd, 2000 ILS, inbnd final 1500 ADF

Altitude of G.S. and distance to approach end of rny at OM 1988-4.1, at MM 986-.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.1 miles of LOM climb to 2300 on crs of 118 within 20 miles of LOM

NOTE: No approach lights.

Major Changes: Transitions deleted. Glide slope altitude revised. Alternate minima lowered for ILS.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Flint, Mich	Bishop Field 781'	ILS-IFNT, LOM-FN	1, Amdt 3 14 Jan 1956 Comb ILS-ADF	2	15 Jul 54

Ft Smith VOR	LOM	direct	1600	T-dn	300-1	300-1	200-½
Int E crs ILS & 288 brng to Ft Smith "H"	LOM	direct	1600	S-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
Int E crs ILS & R 090 FSM VOR	LOM	direct	1600	S-dn-25#ILS	300-¾	300-¾	300-¾
Int E crs ILS & 343 brng to Ft. Smith "H"	LOM	direct	1600	ADF	500-1	500-1	500-1
				A-dn ##ILS	600-2	600-2	600-2
Ft. Smith "H"	LOM	direct	2000	ADF	800-2	800-2	800-2

#500-¾ when G.S. not utilized.

##All installed components of the ILS must be operating otherwise alternate minima of 800-2 apply.

Procedure turn N side of crs, 073 Outbnd, 253 Inbnd, 1800 within 10 mi. Beyond 10 mi NA.

Minimum Altitude at G.S. int inbnd, 1600 ILS, minimum altitude over LOM inbnd final 1100 ADF

Altitude of G.S. and distance to appr end of rny at OM 1530-3.2, at MM 702-.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.2 mi after passing LOM (ADF) climb to 1800' on crs of 253 within 15 mi, or climb to 1800' on R-235 within 15 miles.

NOTE: No approach lights.

AIR CARRIER NOTE: 300-1 required for T.O. runways 1-19. No reduction in landing minima authorized by application of sliding scale, or for local weather conditions. No reduction in minima authorized for cargo and ferry flights.

CAUTION: Water tower 611' 1 mile W of W end of runway 7.

Major Changes: ILS recommissioned. Air carrier notes revised. Caution note added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Fort Smith, Ark	Municipal 460'	ILS-IFSM, LOM-FS	1, Amdt 3 13 Apr 1956 Comb ILS & ADF	2	19 Feb 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Int NW crs FWA-LFR & NW crs ILS	LOM	direct	2200	T-dn	300-1	300-1	200-½
Int NE crs FWA-LFR & ILS crs	LOM	direct	2100	C-dn	400-1	500-1	500-1½
Ft. Wayne LFR	LOM	direct	2100	S-dn-31-ILS	300-¾	300-¾	300-¾
Ft. Wayne VOR	LOM	direct	2100	ADF	400-1	400-1	400-1
Int SE crs FWA-LFR & brg 357 to LOM (ILS only)	LOM (Final)	direct	2100	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
Int FWA R-143 and brg 350 to LOM (ILS only)	LOM (Final)	direct	2100				
Int NE crs FWA-LFR & Brg 202 to LOM	LOM	direct	2200				
Int SW crs FWA-LFR & Brg 070 to LOM	LOM	direct	2100				

Procedure turn E side of SE crs, 135 Outbnd, 315 Inbnd, 2100 within 10 miles.
Minimum Altitude at G.S. int inbnd, 2100 ILS, inbnd final 1600 ADF
Altitude of G.S. and distance to approach end of rny at OM 2085-3.8, at MM 1079-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles, climb to 2100 on NW crs ILS within 20 miles, or when directed by ATC: (1) Make left turn, climbing to 2100' and proceed back to LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Ft. Wayne, Ind	Baer Field 801'	ILS-IFWA, LOM-FW	1, Amdt 5 15 Oct 1955 Comb ILS-ADF	4	9 Jul 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Dallas LFR	LOM	direct	2200	T-dn	300-1	300-1	200-½
Grand Prairie MHW	LOM	direct	2000	C-dn	400-1	500-1	500-1½
Britton VOR	LOM	direct	2800	S-dn-13 ILS	200-½	200-½	200-½
Stadium Int	LOM	direct	2700	ADF	400-1	400-1	400-1
Roanoke Int	LOM (Final)	direct	2000	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn N side NW crs, 309 Outbnd, 129 Inbnd, 2000 within 10 mi (non-standard due to traffic).
Minimum Altitude at G.S. int inbnd, 2000 ILS, minimum altitude over LOM inbnd final 2000 ADF
Altitude of G.S. and distance to approach end of runway at OM 2000-4.6, at MM 770-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
proceed to Hensley Int climbing to 2000 or, within 4.6 mi LOM (ADF) turn right, proceed to Grand Prairie MHW climbing to 2000.
NOTE: . 400-¾ required when glide slope not utilized.
CAUTION: Radio Tower 1221 MSL located 4.3 mi ENE of outer marker.
Major Changes: Add Britton VOR transition. Delete Ft. Worth VOR transition.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Ft. Worth, Texas	Amon Carter 568'	ILS-LACF, LOM-AC	1, Amdt 5 10 Oct 56 Comb ILS & ADF	4	8 Oct 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Duncanville FM	Hensley Int (Final)	direct	1300	T-dn	300-1	300-1	200-½
Grand Prairie MHW	Hensley Int	direct	2000	C-dn	400-1	500-1	500-1½
Britton VOR	Hensley Int	direct	3300	S-dn-31	300-1	300-1	300-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 129 Outbnd, 309 Inbnd, 2000 within 10 mi of Hensley Int. Beyond 10 mi NA.
No Glide Slope. Final approach altitude over Hensley Int. 1300'; distance to appr end of rny 31, 3.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 mi of Hensley Int, climb to 1900 on NW crs of ILS within 20 mi or proceed to Ft. Worth LFR via NW crs of ILS & E crs LFR, climbing to 2000'.
CAUTION: Radio tower located 4.3 mi ENE of outer marker.
Major Changes: Add transition from Britton VOR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Ft.Worth, Texas	Amon Carter 568	ILS LACF	2, Amdt 4 10 Oct 1956	3	29 Oct 55

<table>
<tr><th colspan="4">TRANSITION</th><th colspan="4">CEILING AND VISIBILITY MINIMUMS</th></tr>
<tr><th rowspan="2">From</th><th rowspan="2">To</th><th rowspan="2">Course and Distance</th><th rowspan="2">Minimum Altitude</th><th rowspan="2">Condition</th><th colspan="2">Two Engine or Less</th><th rowspan="2">More Than Two Engine, More Than 65 Knots</th></tr>
<tr><th>65 Knots or Less</th><th>More Than 65 Knots</th></tr>
<tr><td>Haslet MHW via crs 219</td><td>North crs ILS</td><td>direct</td><td>2000</td><td>T-dn</td><td>300-1</td><td>300-1</td><td>200-½</td></tr>
<tr><td>Ft.Worth LFR via crs 350</td><td>OM</td><td>direct</td><td>2000</td><td>C-dn</td><td>#500-1</td><td>600-1</td><td>600-1½</td></tr>
<tr><td></td><td></td><td></td><td></td><td>S-dn-17#</td><td>300-¾</td><td>300-¾</td><td>300-¾</td></tr>
<tr><td></td><td></td><td></td><td></td><td>A-dn</td><td>600-2</td><td>600-2</td><td>600-2</td></tr>
</table>

#600-¾ required when G-S not utilized.

Procedure turn W side N crs, 354 Outbnd, 174 Inbnd, 2000 within 10 mi.
Minimum Altitude at G.S. int inbnd, 2000
Altitude of G.S. and distance to appr end of rny at OM 2000-3.5, at MM 950-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2000 on S crs ILS within 20 miles.
NOTE: Take-off on runways 9-27 & 13-31 NA with less than 300-1.
AIR CARRIER NOTE: Reduction in landing minima NA on cargo or ferry flights.
CAUTION: 956' bldg 2.1 mi S of OM. 1743' tower 4.8 mi E of ILS S crs.
Major Changes: Delete Ft.Worth VOR transition.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Ft. Worth, Texas	Meacham 692'	ILS IFTW	1, Amdt 9 10 Oct 1956	8	28 May 55

Russell Int	Rockwood FM (Final)	direct	1500	T-dn	300-1	300-1	200-½
Int W crs DAL-LFR & S crs ILS	Rockwood FM (Final)	direct	1500	C-dn	500-1	600-1	600-1½
				S-dn-35*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*660 FPM descent required at 110K

Procedure turn W side S crs, 174 Outbnd, 354 Inbnd, 2000 within 10 mi. Rockwood FM#.
#Procedure turn non-standard due obstruction
No Glide Slope. Final approach altitude and distance 1500 at Rockwood FM, 2.3 mi to appr end of rny 35.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi of Rockwood FM, climb to 2000 on N crs ILS within 20 mi
NOTE: Take-off on Runways 9-27 and 13-31 NA with less than 300-1.
AIR CARRIER NOTE: Reduction in landing minima NA on cargo and ferry flights.
CAUTION: Tank 864' MSL located 1.3 mi W of crs between Rockwood FM & airport. TV Tower 1743' MSL located 4.8 mi E of S crs ILS.
Major Changes: Add transition from Russell Int. Delete Stadium Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Ft.Worth, Texas	Meacham 692	ILS IFTW	2, Amdt 5 10 Oct 1956	4	24 Dec 55

FNA LFR	LOM	direct	1700	T-dn	300-1	300-1	200-½
FNO VOR	LOM	direct	1700	C-dn	500-1	500-1	500-1½
Int of 012 Brg to FNO LOM and SE crs FNO LFR (Bowles Int)	LOM	direct	1700	S-dn-29#ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
Int R-030 CLG and R-142 FNO	LOM	direct	1700	A-dn ##ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

#400-¾ required with glide slope inoperative. 400-1 required when only localizer and either the outer marker or outer compass locator operating.
##Alternate landing minimums will be 800-2 if any regular component of the ILS is inoperative.

Procedure turn *S side of crs, 109 Outbnd, 289 Inbnd, 1700 within 10 miles of LOM. Beyond 10 mi NA.
*Procedure turn S for more favorable terrain.
Minimum Altitude at G.S. int inbnd, 1700 ILS, minimum altitude over LOM inbnd final 1000 ADF
Altitude of G.S. and distance to approach end of rny at OM 1400-3.8, at MM 535-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles, after passing LOM (ADF) climb to 1500' on magnetic heading of 288, turn left and climb to 2000' on W crs of FNO LFR or climb to 2000' on R-270 FNO within 20 miles.
Major Changes: Minor corrections to headings and distances. New Format.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Fresno, Calif	Air Terminal 331'	ILS-FNO, LOM-FN	1, Amdt 5 6 Aug 1955 Comb ILS-ADF	4	17 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
GJT VOR	Loma Int	direct	8100	T-dn	#400-1	#500-2	300-1
GJT VOR	ILS LMM	direct	10,000	C-dn	#800-1½	1000-2	1000-2
Int R-047 GJT & NW crs ILS	Loma Int	direct	8000	S-dn-11	#400-1	#500-2	#500-2
				A-dn	1500-2	1500-2	1500-2

#800-2 with glide slope or approach lights inoperative, 1000-2 with other ILS components inoperative.

Procedure turn S side NW crs, 290 Outbnd, 110 Inbnd, 8000 within 5 mi of Loma Int. Beyond 5 mi NA.
Minimum Altitude at G.S. int inbnd, 6200
Altitude of G.S. and distance to approach end of rny at OM 6060-3.9, at MM 5065-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . turn right, climb to 8000' on NW crs, ILS to Loma Int. If second approach not desired proceed to GJT VOR from Loma Int climbing to 10,000.
AIR CARRIER NOTE: Sliding scale applicable to straight-in minimums only.
Major Changes: Lowers minimums for aircraft of 65K or less stall speed.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Grand Junction, Colorado	Walker Field 4858'	ILS GJT	1, Amdt 10 23 Jun 1956	9 22 Jan 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int MKG R-125 & S crs GRA-ILS	LOM	direct	2200	T-dn	300-1	300-1	200-½
Int LAN R-278 & MKG R-125	LOM	direct	2200	C-d	400-1	500-1	500-1½
Alaska FM	LOM	direct	2200	C-n	400-1½	500-1½	500-1½
Int SW crs GRR LFR & S crs ILS	LOM	direct	2200	S-dn-36-R			
Wayland Int	LOM	direct	2200	ILS	300-¾	300-¾	300-¾
GRR LFR	LOM	direct	2200	ADF	400-1	400-1	400-1
Int NW crs GRR LFR & N crs ILS	LOM	direct	2200	A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 176 Outbnd, 356 Inbnd, 2200 within 10 miles
Minimum Altitude at G.S. int inbnd, 2200 ILS, inbnd final 1700 ADF
Altitude of G.S. and distance to approach end of rny at OM 2162-4.9, at MM 913-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.9 miles after passing LOM (ADF) climb to 2200 on N crs ILS (356) within 20 miles, or when directed by ATC: (1) make right climbing turn, climb to 2200 on SE crs GRR-LFR to Alaska FM. (2) make left climbing turn proceed on NW crs of GRR LFR to 1900' within 20 miles.
NOTE: No approach lights. 200-½ authorized for take-off on runways 18-L and 36-R only.
CAUTION: 930' MSL tower 2.0 mi S of airport on ILS crs. 1820' MSL Tower 10 mi NNE of airport.
Major Changes: Transitions and procedure turn distance revised. Caution note revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Grand Rapids, Mich.	Kent County 692'	ILS-IGRR, LOM-GR	1, Amdt 2 23 Apr 1955 Comb ILS-ADF	1 30 May 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
GTF LFR	LOM	direct	5700	T-dn **	300-1	300-1	200-½
GTF VOR	LOM	direct	5700	C-d	500-1	500-1	500-1½
Belt FM	LOM	direct	5700	C-n	500-1½	500-1½	500-1½
Cascade FM	LOM (Final)	direct	5700	S-dn 34 ILS	300-¾	300-¾	300-¾
				ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

**300-1 required for runways 11-29.

Procedure turn W side of crs, 161 Outbnd, 341 Inbnd, 6000 within 10 miles. NA beyond 10 mi. (Non-standard due to terrain)
Minimum Altitude at G.S. int inbnd, 5700 ILS, minimum altitude over LOM inbnd final ADF 5000
Altitude of G.S. and distance to approach end of rny at OM 5700-6.5, at MM 3900 -.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 6.5 miles, after passing LOM (ADF) climb to 6000' on N crs ILS (341) LOM within 20 miles. Alternate Missed Approach, when directed by ATC, climb to 5000' on NW crs GTF-LFR, or on R-312 GTF within 15 mi.
CAUTION: 3840' MSL LFR towers 1.5 miles SW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Great Falls, Mont	Great Falls 3671'	ILS-GTF, LOM-GT	1, Amdt 2 27 Aug 1955 Comb ILS-ADF	1 10 Mar 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Greensboro LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
Winston-Salem LFR	LOM	direct	2300	C-dn	400-1	500-1	500-1½
Wallburg Int	LOM	direct	2300	S-dn-14*ILS	300-¾	300-¾	300-¾
Greensboro VOR	LOM	direct	2200	ADF	400-1	400-1	400-1
Thomas Int	LOM	direct	2300	A-dn **ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*400-¾ required when glide slope not utilized.
**All installed components of the ILS must be operating, otherwise alternate minima of 800-2 apply.

Procedure turn N side NW crs, 318 Outbnd, 138 Inbnd, 2300 within 10 miles.
Minimum Altitude at G.S. int inbnd, 2300 ILS, minimum altitude over LOM inbnd final 1800 ADF
Altitude of G.S. and distance to appr end of rny at OM 2385-4.2, at MM 1140-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi LOM (ADF), climb to 2300 on SE crs ILS (138) within 20 mi, when directed by ATC, turn left, climb to 2300 on NE crs LFR within 20 miles.
NOTE: No approach lights.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Greensboro, N.C.	Greensboro- High Point Mun 913'	ILS-IGSO, LOM-GS	1 Amdt 4 12 Jan 57 Comb ILS & ADF	3 17 Mar 56

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Greensboro LFR	Rebel Fix*	direct	2300	T-dn	300-1	300-1	200-½
Greensboro VOR	Rebel Fix*	direct	2100	C-dn	400-1	500-1	500-1½
Winston-Salem LFR	Rebel Fix*	direct	2100	S-dn-32	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn NE side SE crs, 138 Outbnd, 318 Inbnd, 2300 within 10 mi. Beyond 10 mi NA.
No Glide Slope. Final approach altitudes and distance, 1800 over Rebel Fix* 3.3 mi 318 to rny 32.
*Rebel Fix SE crs ILS and GSO R-090
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3. miles, climb to 2300 on NW crs of ILS within 20 mi. When directed by ATC turn right, climb climb to 2300 on NE crs of GSO LFR within 20 miles.
NOTE: This procedure authorized only for aircraft equipped to receive ILS and VOR simultaneously.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Greensboro,N.C.	Greensboro-High Point Municipal 913'	ILS-IGSO, VOR-GSO	2 Amdt-Orig 9 Jul 55	None

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From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Greenville LFR	LOM	direct	2300	T-dn	300-1	300-1	200-½
Int S crs ILS & SW crs SPA LFR ILS	LOM (Final)	direct	2200	C-dn	500-1	500-1	500-1½
				S-dn-36*ILS	300-¾	300-¾	300-¾
Int S crs ILS & SW crs SPA LFR ADF	LOM (Final)	direct	1600				
Int S crs ILS & R-078 RYN	LOM	direct	2200	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*No approach lights, 400-¾ required when glide slope not utilized.

Procedure turn W side S crs, 181 Outbnd, 001 Inbnd, 2200 within 10 miles.
Minimum Altitude at G.S. int inbnd, 2200 ILS, minimum altitude over LOM inbnd final 1600 ADF
Altitude of G.S. and distance to appr end of rny at OM 2188-3.6, at MM 1213-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, after passing LOM (ADF) climb to 3200 on N crs ILS (001) within 10 miles, turn right and return to LOM.
CAUTION: Maximum angle glide slope, heavily obstructed missed approach area.
Major Changes: Adds transitions. Increases procedure turn altitude. Adds glide slope. Adjusts minima. Adds caution note.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Greenville, S C	Greenville 1049'	ILS-IGRL, LOM-CR	1, Amdt 2 9 Jun 1956 Comb ILS-ADF	1 24 Dec 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Pleasant Isle FM	LOM	direct	1500	*T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1½	500-1½
				S-dn-10	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

*Take-off runway 1, N 700-2 day and night.

Procedure turn W side NW crs, 285 Outbnd, 105 Inbnd, 2700 within 10 mi. NA beyond 10 mi.
Minimum Altitude at G.S. int inbnd, 1130
Altitude of G.S. and distance to appr end of rny at 10, OM 1130-3.8, at MM 234-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 4500 on SE crs GST LFR within 20 miles. Alternate Missed Approach: when directed by ATC, turn right and climb on NW crs GST LFR to 3000' within 10 mi.
CAUTION: Maneuvering N and E of airport NA due to high terrain.
Major Changes: Distances corrected. Minimums revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Gustavus, Alaska	Gustavus 28'	ILS GST	1, Amdt 2 1 Oct 1955	1 26 Jul 54

Harrisburg LFR	LOM	Direct	2600	T-d	500-1	500-1	500-1
Harrisburg VOR	LOM	Direct	2600	T-n	500-2	500-2	500-2
New Kingstown FM	LOM	Direct	2600	S-8-d	600-1½	600-1½	600-1½
Int Harrisburg VOR R-173 & W crs ILS	LOM	Direct	2600	n	1000-2	1000-2	1000-2
				C-dn	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

Procedure turn S side W crs, 259 Outbnd, 079 Inbnd, 2600 within 10 miles.
Minimum Altitude over LOM 2600'. No Glide Slope. Distance to appr end of rny at OM 7.1, at MM 1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2500' on E crs ILS within 15 mi.
AIR CARRIER NOTES: Landing on Rnwy 2 authorized only during daylight hrs with ceiling 1500' or better.
NOTE: Take-off on Rnwy 20 not authorized.
NOTE: ADF approach not authorized.
CAUTION: Circling minimums do not provide standard clearance over 1136' ridge & tower 1.6 mi S of airport.
CAUTION: Nonstandard instrument landing system. Approaches not authorized with any commissioned component inoperative.
Major Changes: Night straight-in landing minimums revised. Obstruction lighting incomplete.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Harrisburg, Pa	State 347'	ILS HAR	1, Amdt 1 25 Jun 55	Orig 28 Apr 55

Houston VOR	OM	direct	1200	T-dn	300-1	300-1	200-½
Houston LFR	LOM	direct	1200	C-dn	400-1	500-1	500-1½
Houston FM	LOM	direct	1500	S-dn-3 ILS	200-½	200-½	200-½
Arcola FM (ILS only) via crs016	ILS SW crs	direct	1500	ADF	400-1	400-1	400-1
Monument RBN	LOM	direct	1600	A-dn ILS	600-2	600-2	600-2
Friendswood Int*	LOM	direct	1600	ADF	800-2	800-2	800-2
Radar Terminal Area maneuvering altitude	Radar Site	within 20 miles	2200				

*Friendswood Int, Int SE crs HOU LFR & 219° brng to Pearland Rbn.

Procedure turn S side SW crs, 216 Outbnd, 036 Inbnd, 1500 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 1300 ILS, minimum altitude over LOM inbnd final 700 ADF
Altitude of G.S. and distance to appr end of rny at OM 1260-4.2, at MM 250-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi after passing LOM (ADF) climb to 1600 on NE crs ILS (036) within 20 miles, or when directed by ATC turn left climb to 1800 on NW crs HOU LFR or R-306 HOU within 20 mi.
Major Changes: Increase radar terminal maneuvering, transition and procedure turn altitudes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houston, Texas	International 50'	ILS-IHOU, LOM-OU	1, Amdt 16 20 Apr 1956 Comb ILS & ADF	15 22 Oct 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Houston VOR	MNU RBN	direct	1600	T-dn	300-1	300-1	200-½
Houston LFR	MNU RBN	direct	1600	C-dn	400-1	500-1	500-1½
Monument RBN*	Pasadena Fix# (Final)	direct	900	S-dn-21	400-1	400-1	400-1
Radar Terminal Area Maneuvering Altitude	Radar Site	within 20 mi	2200	A-dn	800-2	800-2	800-2

*Except when in accordance with approved radar vectoring procedures, final approach must be initiated from Monument RBN. Aircraft must be in contact with Houston Radar prior to leaving Monument RBN on final.

Procedure turn N side NE crs, 036 Outbnd, 216 Inbnd, 1600 within 5 mi E of Monument RBN
No Glide Slope. Minimum Altitude over MNU RBN 1600, over Pasadena Fix# 900**
**Descent below 900 MSL NA unless position advisory over Pasadena Fix received from Houston Radar.
Final approach altitude and distance to appr end of rny from MNU Rbn to Pasadena Fix#, 7.8 mi; from Pasadena Fix# to Rny 21, 3.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 mi of Pasadena surv Fix#, climb to 1500 on SW crs HOU ILS within 15 mi, or when directed by ATC turn right, climb to 1800 on NW crs of HOU LFR or R-306 HOU within 20 miles.
#Pasadena fix is a Houston Radar surv. fix 4.0 mi NE of Houston Radar on the NE crs of Houston ILS.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houston, Texas	International 50'	ILS IHOU	2, Amdt 4 20 Apr 1956	3 22 Oct 55

Huron LFR	LOM	direct	2500	T-dn	300-1	300-1	200-½
Huron VOR	LOM	direct	2500	C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				S-dn-12 ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 298 Outbnd, 118 Inbnd, 2500 within 10 miles
Minimum Altitude at G.S. int inbnd, 2500 ILS, minimum altitude over LOM inbnd final ADF
Altitude of G.S. and distance to approach end of rny at OM 2433-3.8, at MM 1488-0.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles of LOM (ADF) climb to 2800 on SE crs ILS (118) within 20 miles, or if directed by ATC, climb to 3000' on NE crs HON LFR within 20 miles.
CAUTION: Radio Tower 1484' MSL 1½ mi S of airport. No Approach Lights.
Major Changes: Distances, courses and altitudes corrected.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Huron, S Dak	W. W. Howes 1287'	ILS-HON, LOM-HO	1, Amdt 3 29 Oct 1955 Comb ILS & ADF	2 26 May 54

IND VOR	LOM	direct	1900	T-dn	300-1	300-1	200-½
Clayton FM via crs 105-ILS	SW crs ILS	direct	1900	C-dn	400-1	500-1	500-1½
Clayton FM (ADF)	LOM	direct	1900	S-dn-4 ILS	200-½	200-½	200-½
Indianapolis LFR via crs 194ILS	SW crs ILS	direct	1900	ADF	400-1	400-1	400-1
Indianapolis LFR-ADF	LOM	direct	1900	A-dn ILS	600-2	600-2	600-2
Int E crs IND LFR & SW crs, or 224 Brg, to LOM	LOM	direct	1900	ADF	800-2	800-2	800-2
Int S crs IND-LFR & SW crs ILS or Brg 224 to LOM	LOM	direct	1900				
Int R-205 Ind & SW crs, ILS	LOM (Final)	direct	1900				
Radar Terminal Area Transition Altitude (Brg are from Radar Azimuths rotating clockwise)	280 to 120	within 20 mi	2500 (except 2800				

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Indianapolis, Ind	Weir Cook Municipal 796'	ILS-IND, LOM-IN	1, Amdt 7 9 Jul 1955 Comb ILS & ADF	6 10 May 54

(Panel 1)(See Panel 2)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Indianapolis, Ind Weir Cook Municipal (Continued from Panel 1)							
			within 3 mi of 1849 TV Tower &2900 within 3 mi of 1855 TV Tower)				
Radar terminal area transition altitude (Brg are from Radar, azimuths rotating clockwise)	120 to 280	20 mi	2000				

Procedure turn S side of SW crs 224 Outbnd, 1900 within 10 mi of LOM.
Minimum Altitude at G.S. int inbnd, 1900 ILS, inbnd final 1400 ADF
Altitude of G.S. and distance to appr end of rny at OM 1903-3.8, at MM 1049-0.8

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles (ADF) after passing LOM, climb to 2900 on E crs of IND-LFR to Greenfield Int or as directed by ATC as follows: 1. Climb to 2200' on S crs of IND-LFR within 20 mi. 2. Make left turn climb to 1900 and proceed to LOM.

Major Changes: Changes missed approach. Radar transitions revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Indianapolis, Ind	Weir Cook Municipal 796'	ILS-IND, LOM-IN	1, Amdt 7 9 Jul 55 Comb. ILS & ADF	6	10 May 54

(Panel 2)

From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Radar Terminal Area Transition Altitudes, Bearings are from Radar Azimuths ratating clockwise from the Radar Site**	280 to 120	within 20 mi	2500(except 2800 within 3 mi of 1849 Tower & 2900 within 3 mi of 1855 Tower)	T-dn C-dn S-dn-22 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-½ 500-1½ 400-1 800-2
Radar Terminal Area Transition Altitudes, Brg APE from Radar Azimuths rotating clockwise from the Radar Site**	120 to 280	within 20 mi	2000				
Indianapolis LFR via crs 075	SW crs ILS	direct	2300				
Int NE crs ILS & E crs IND-LFR	River Int	direct	2300				
Fairgrounds Int	River Int (Final)	direct	1800				
Castleton Int	River Int	direct	1800				
Int R-060 IND & NE crs ILS	River Int	direct	2300				
10 mi Radar Fix on Final	5 mi Radar Fix	direct	2300				
5 mi Radar Fix	App end rny 22 (Final)	direct	1800				

**Radar Transitions must intercept NE crs ILS at least 3 mi NE of River Int.

Procedure turn N side NE crs ILS, 044 Outbnd, 224 Inbnd, 2500 within 10 mi of River Int
No Glide Slope, minimum altitude over River Int or Radar Fix inbnd on final 1800
No Outer Marker, River Int or Radar Fix 224-5.0; No Middles Marker.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 miles after passing River Int or Radar Fix, make right turn climb to 2000' on W crs IND-LFR within 15 miles or, when directed by ARTC, as follows: 1. Climb to 2100 on NW crs IND-LFR within 20 mi, 2. climb on SW crs, ILS to 1900 and proceed to LOM

NOTE: This ILS procedure not authorized when radar is inoperative unless aircraft is equipped to receive VOR and ILS simultaneously.

Major Changes: Combines Procedures No 2 & 3. Revises Radar Terminal Area Transitions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Indianapolis, Ind	Weir Cook Municipal 796'	ILS, VOR & Radar	2, Amdt 2 9 Jul 1955	1	10 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less 65 Knots or Less	Two Engine or Less More Than 65 Knots	More Than Two Engine, More Than 65 Knots
St James Int	LMM	Direct	1500	T-dn	300-1	300-1	200-½
Riverhead VOR	LMM	Direct	1700	C-dn	500-1	600-1	600-1½
Fire Island Int	LMM	Direct	1500	S-dn-6 ILS	200-½	200-½	200-½
Blanchard Int ILS	OM (Final)	Direct	1500	*ADF	400-1	400-1	400-1
Blanchard Int ADF	OM (Final)	Direct	1000*	A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 237 Outbnd, 057 Inbnd, 1500' within 5 mi of OM
Minimum Altitude at glide slope int inbnd, 1500 ILS. Min. alt. over OM inbnd final 1000* ADF.
* ADF approach: descent to airport minimums authorized after passing OM; if OM not received, maintain 1000' until passing LMM and circling minimums apply.
Altitude of glide slope & distance to approach end of runway at OM 1540-4.7; at MM 300-0.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0.6 mi after passing LMM (ADF) make right climbing turn as soon as practical to 1700' returning to ILS LMM.
NOTE: Runway 10-28 closed nights.
Major Changes: Transitions and missed approach revised; ADF approach added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Islip, N Y	Macarthur Field 98'	ILS-ISL, LMM-SL	1, Amdt 3 29 May 54	2 1 Aug 53

Jackson VOR via R-211	OM	direct	1500	T-dn	300-1	300-1	200-½
Jackson LFR via crs 256	OM	direct	1500	C-dn	500-1	500-1	500-1½
Int W crs Jackson LFR & NW crs ILS	OM	direct	1500	S-dn*-11	200-½	200-½	200-½
Int S crs Jackson LFR & SE crs ILS	OM	direct	2000	A-dn	600-2	600-2	600-2

*400-¾ required when glide slope not utilized.

Procedure turn S side NW crs, 288 Outbnd, 108 Inbnd, 1500 within 10 miles.
Minimum Altitude at G.S. int inbnd, 1500
Altitude of G.S. and distance to appr end of rny at OM 1490-3.8, at MM 530-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . turn left, climb to 1800' on E crs JAN LFR or R-088 JAN within 20 miles
NOTE: Tower 1051 MSL located 3.5 mi SW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Jackson, Miss	Hawkins 343'	ILS IJAN	1, Amdt 12 14 Jun 54	11 30 Jan 53

Carl's Int	LMM	direct	1200	T-dn	300-1	300-1	200-½
JAX LFR	LMM	direct	1200	C-dn	400-1	500-1	500-1½
JAX VOR	LMM	direct	1200	S-dn-5 *ILS	200-½	200-½	200-½
Bryceville Int (LF)	LMM	direct	1200	ADF	400-1	400-1	400-1
Bryceville Int (VHF)	LMM	direct	1200	A-dn ILS	600-2	600-2	600-2
Sunbeam Int (LF)	LMM	direct	2000	ADF	800-2	800-2	800-2
Sunbeam Int (VHF)	LMM	direct	2000				
Blue Jacket Int	LMM	direct	2000				
Callahan Int	LMM	direct	1200				

*400-¾ required when glide slope not used.
Radar terminal area transition altitude 1500 within 25 mi, except 2000 required when within 3.0 mi of 995' tower 4.3 mi SE of LOM Radar Control must provide 3 mi separation from Restricted Area 161.
Procedure turn N side SW crs, 224 Outbnd, 044 Inbnd, 2000 within 4.3 mi of LOM. Beyond 4.3 mi NA. (non-standard due to restricted area).
Minimum Altitude at G.S. int inbnd, 1200 ILS, minimum altitude over LOM# inbnd final 800 ADF
Altitude of G.S. and distance to appr end of rny at OM 1170-4.0, at MM 220-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.0 miles after passing LOM (ADF) climb to 1200 on crs of 044 within 20 mi. When directed by ATC climb to 1300 on R-090 JAX within 20 miles.
#CAUTION: 995' MSL tower 4.3 mi SE of LOM.
Major Changes: Add transition and raise transition and procedure turn altitudes. Revise Caution Note and radar transition procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Jacksonville, Fla	Imeson 52'	ILS-IJAX, LOM-JA	1, Amdt 13 28 Jun 1956 Comb ILS & ADF	12 26 May 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Int NW crs ILS & E crs CNU-LFR	Glide Slope Int (Final)	direct	2500	T-dn	300-1	300-1	200-½
ILS Only				C-d	400-1	500-1	500-1½
Int NW crs ILS & E crs CNU LFR	LOM	direct	2500	C-n	400-1½	500-1½	500-1½
ILS only				S-dn-13 ILS	300-¾	300-¾	300-¾
Int SE crs ILS & SW crs SGF-LFR	LOM	direct	2700	ADF	400-1	400-1	400-1
ILS only				A-dn *ILS	600-2	600-2	600-2
ADF & ILS Neosho VOR	LOM	direct	2700	ADF	800-2	800-2	800-2
Int SE crs ILS & R233 SGF VOR	LOM	direct	2700				

*All installed components of ILS must be operating; otherwise, alternate minimums of 800-2 apply.

Procedure turn W side NW crs, 310 Outbnd, 130 Inbnd, 2500 within 10 miles
Minimum Altitude at G.S. int inbnd, 2100 ILS, inbnd final 2000 ADF
Altitude of G.S. and distance to appr end of rny at OM 2127-4.0, at MM 1153-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles (ADF), climb to 2700' on SE crs ILS (130)within 20 miles, or when directed by ATC:
(1) make left turn, climbing to 2500' & proceed to LOM.
Major Changes: Transitions and missed approach revised due to 1679' tower

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Joplin,Mo	Joplin 980'	ILS-IJLN, LOM-JL	1, Amdt 2 15 Dec 1956 Comb ILS-ADF	1 8 Sep 56

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int SE crs ILS & SW crs SGF	Int# (Final)	direct	1800	T-dn	300-1	300-1	200-½
LFR or R-233 SGF				C-d	500-1	500-1	500-1½
ILS-LOM	Int#	direct	2700	C-n	500-1½	500-1½	500-1½
Int NW crs ILS & E crs CNU-LFR	Int#	direct	2700	S-dn-31	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 130 Outbnd, 310 Inbnd, 2300 within 10 miles of Int#
No Glide Slope. Altitude over Int# 1800. No Outer Marker, altitude over Int# 1800-dist, 3.7; No Middle Marker
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles after passing Int#, climb to 2500' on NW ILS crs within 20 miles

#Int SE crs ILS & R-351 EOS.
NOTE: Procedure authorized only when aircraft equipped to receive ILS and VOR simultaneously.
Major Changes: Transition altitudes revised due to 1679' tower.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Joplin, Mo	Joplin 980'	ILS IJLN	2, Amdt 2 15 Dec 1956	1 8 Sep 56

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Kansas City LFR	LOM	direct	2500	#T-dn	##300-1	##300-1	*300-1
Kansas City VOR	LOM	direct	2500	C-dn	700-1	700-1	700-1½
Kansas City VOR via R-131	N crs ILS	direct	2500	A-dn	800-2	800-2	800-2
Liberty RBN	LOM	direct	2500				
Liberty RBN via crs 251	N crs ILS	direct	2500				
Farley RBN	LOM	direct	2500				
Farley RBN via crs 098	N crs ILS	direct	2500				
Blue Springs VOR	LOM	direct	3000				
Radar Transitions:							
S&E Quadrants of MKC-LFR with 3 mi separation from 2049' Tower 4.5 mi SSE and 1949' tower 6.2 mi SE of airport	Radar Site	within 25 mi	2500				
N & W Quadrants MKC-LFR	Radar Site	within 25 mi	2500				
S&E Quadrants of MKC-LFR	Radar Site	within 25 mi	3000				

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Kansas City,Kans	Fairfax 746'	ILS-MKC, LOM-MK	1, Orig 28 May 1955 Comb ILS-ADF	None

(Panel 1)(See Panel 2)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots

Kansas City, Kansas Fairfax (Continued from Panel 1)

#Take-offs to S or SW, when weather is below 1000-3 will intercept a 210 ADF crs from ILS MM or R-185 MKC as soon as practicable. After take-off, maintain crs until reaching 2500' prior to making left turn due to 2049'. MSL TV tower 4.0 mi SSE of airport. When KMBC TV tower not visible (5 mi SE of airport) on N, NE, E and SE take-offs, climb to 2500' MSL on 090 ADF crs from MKC-LFR prior to turning towards tower.

AIR CARRIER NOTE: ##No reduction in 2-engine take-off minimums authorized when ILS is inoperative except on runway 31.

*200-½ authorized on runway 31 only.

Procedure turn W side of crs, 004 Outbnd, 184 Inbnd, 2500 within 10 miles. NA beyond 10 mi account ATC.
Minimum Altitude at G.S. int inbnd, 2500 ILS, minimum altitude over LOM inbnd final 2500 ADF
Altitude G.S. at LOM 2558', crs and distance, LOM to Bluff FM 184-3.7; Altitude G.S. at Bluff FM 1460', crs and distance Bluff FM to rny 22, 223-0,7 mi

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.7 miles of LOM or at Bluff FM, make right climbing turn, climb to 2500' and intercept 310° brg to Farley RBN, then proceed to and hold at Farley RBN, or when directed by ATC: make right climbing turn, climb to 2400' on SW crs MKC-LFR within 20 miles; or, make right climbing turn, climb to 2400' on R-210 MKC within 20 miles.

CAUTION: Obstruction 1423' MSL 2½ mi SE airport 1946' TV Tower (5 mi SE airport; cracking plant 911' MSL & stack 835' MSL 0.5 mi ESE approach end rny 35. TV Tower 2049' MSL 4.0 mi SSE airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Kansas City, Kans	Fairfax 746'	ILS-MKC, LOM-MK	1, Orig 28 May 55	None

(Panel 2)

Kansas City LFR	LOM	direct	2500	#T-dn	**300-1	**300-1	*300-1
Kansas City VOR	LOM	direct	2500	C-dn	##500-1	700-1	700-1½
Kansas City VOR via R-131	N crs ILS	direct	2500	##S-dn-18 ILS	400-1	400-1	400-1
Blue Springs VOR	LOM	direct	3000	##ADF	500-1	700-1	700-1
Liberty RBN	LOM	direct	2500	A-dn ILS	600-2	700-2	700-2
Liberty RBN via crs 251	N crs ILS	direct	2500	ADF	800-2	800-2	800-2
Farley RBN	LOM	direct	2500				
Farley RBN via crs 098	N crs ILS	direct	2500				
Radar Transitions:							
S & E Quadrants of MKC LFR	Radar Site	within 25 mi	3000				
S & E Quadrants of MKC LFR with 3 mi separation from 2049' tower 2.9 mi S & 1949' tower 5.0 mi SE of airport	Radar Site	within 25 mi	2500				
N & W Quadrants MKC LFR	Radar Site	within 25 mi	2500				

#Take-off to S or SW when weather is below 1000-3 will intercept a 210 ADF crs from ILS-LMM or R-185 MKC as soon as practicable. After take-off maintain crs until reaching 2500' prior to making left turn due to 2049' tower 2.5 S of airport. When KMBC-TV tower not visible (4 mi SE of airport) on N or NE take-off, climb to 2500' MSL on 090 ADF crs from MKC-LFR prior to turning towards tower.

**No reduction in 2-engine or less take-off minimums except on rnys 35 and 36.

AIR CARRIER NOTES: *200-½ authorized on runway 35 and 36 only. ILS preface pages pertaining to inoperative glide slope and approach lights not applicable - NOTE ## applies.

##When approach lights or glide slope inoperative, cross Bluff FM at not less than 1460' MSL and circling minimums apply to all aircraft, except more than 2-engine type which are authorized 700-1. When approach lights or glide slope and Bluff FM are inoperative, 700-1 minimums apply all aircraft.

Procedure turn W side N crs, 004 Outbnd, 184 Inbnd, 2500 within 10 miles. NA beyond 10 miles.
Minimum Altitude at G.S. int inbnd, 2500 ILS, minimum altitude over LOM inbnd final 2500 ADF
Altitude of G.S. and distance to approach end of rny at OM 2558-5.5, at MM 1030-0.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.8 mi after passing LOM (ADF) or at ILS-LMM, make right climbing turn, climb to 2500 and intercept 310 brng to Farley RBN, then proceed to and hold at Farley RBN, or, when directed by ATC, make right climbing turn, climb to 2400' on SW crs MKC-LFR within 20 miles, or, make right climbing turn, climb to 2400' on R-210 MKC within 20 miles.

CAUTION: Grain elevators 903' MSL and Railroad Floodlights 857' MSL 2-3 mi NNE of rny 18; cracking plant and stack 853' MSL 0.5 mi WNW of airport. Congested buildings 1423'MSL 1 mi SSE of airport. TV tower 1946'MSL 4 mi SE of airport, and TV tower 2.5 mi S of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Kansas City, Mo	Municipal 758'	ILS-MKC, LOM-MK	1, Amdt 3 5 Mar 55 Comb ILS-ADF	2	22 Mar 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1½	500-1½
				S-dn-11 ILS	300-1	300-1	300-1
				ADF	500-1	500-1½	500-1½
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn S side NW crs, 291 Outbnd, 111 Inbnd, 1200 within 10 miles.
SHUTTLE: NW crs AKN-LFR 291 Outbnd, 111 Inbnd, 1200 within 20 miles, OR: When directed by ATC SE crs AKN-LFR, 111 Outbnd, 291 Inbnd, 4500 within 20 miles.
Minimum Altitude at G.S. int inbnd, 1200 ILS, minimum altitude over AKN-LFR inbnd final 700 ADF
No Outer Marker, altitude over AKN LFR 468, distance 1.1, Middle Marker, 290-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.1 miles after passing LFR (ADF), climb to 4500' on SE crs (111°) King Salmon LFR within 20 mi.
Alternate Missed Approach: when directed by ATC, climb to 1500' on SW crs (205° Outbnd) King Salmon LFR within 20 miles.
NOTE: NW-SE crses King Salmon LFR are aligned with NW-SE ILS crses. LFR serves as LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
King Salmon, Alaska	King Salmon 55'	ILS-IAKN, LMM-KN	1, Orig 2 Jul 1955 Comb ILS-ADF	None

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From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Knoxville LFR	LOM	direct	2200	T-dn	300-1	300-1	200-½
Tallassee fm	LOM	direct	3700	C-d	500-1	500-1	500-1½
SW crs TYS LFR & 290 brng from LOM	LOM	direct	2300	C-n	500-1½	500-1½	500-1½
				S-dn-4L*ILS	200-½	200-½	200-½
Knoxville BVOR	LOM	direct	2400	ADF	400-1	400-1	400-1
Tallassee Int	LOM	direct	3700	A-dn ILS	600-2	600-2	600-2
Rasar Int	LOM	direct	3700	ADF	800-2	800-2	800-2

*400-¾ required when glide slope not utilized.

Procedure turn W side SW crs, 225 Outbnd, 045 Inbnd, 2700 within 10 miles
Minimum Altitude at G.S. int inbnd 2700 ILS, minimum altitude over LOM inbnd final 2000 ADF
Altitude of G.S. and distance to approach end of rny at OM 2650-5.4, at MM 1160-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.4 miles after passing LOM turn left climb to 3000 on N crs TYS-LFR, or R-347 TYS. When directed by ARTC, climb to 4000 on crs of 063 from LFR or R-063 TYS within 20 miles.
Major Changes: Increase transition altitude from Tallassee FM, Tallassee Int and Rasar Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Knoxville, Tenn	McGhee-Tyson 989'	ILS-ITYS, LOM-TY	1, Amdt 16 1 Dec 1956 Comb ILS & ADF	15 1 Sep 56

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Lansing VOR	LOM	direct	2400	T-dn	300-1	300-1	200-½
Lansing LFR	LOM	direct	2400	C-dn	400-1	500-1	500-1½
Int LAN R-293 and Back crs ILS or 093 Brg to LOM	LOM	direct	2400	S-dn-27 ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
Int LAN R-321 and W crs ILS or 093 Brg, to LOM	LOM	direct	2400	A-dn	800-2	800-2	800-2
Flint LOM (ILS only)	Int 041 Brg to Flint LOM & E crs LAN-ILS	direct	2000				
Int 041 Brg to Flint LOM & E crs LAN ILS	LAN LOM (Final)	direct	2000				
Int R-112 LAN and Brg 340° to LOM	LOM	direct	2900				

Procedure turn N side E crs, 093 Outbnd, 273 Inbnd, 2000 within 10 miles
Minimum Altitude at G.S. int inbnd, 2000 ILS, minimum altitude over LOM inbnd final 1500 ADF
Altitude of G.S. and distance to approach end of rny at OM 1959-3.7, at MM 1040-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.7 miles of LOM, climb to 2200' on W crs ILS within 20 miles, or, when directed by ATC, 1. Make right turn climb, climbing to 2000' on NW crs LAN-LFR within 20 miles.
NOTE: 300-1 required for take-off NW-SE rny. No approach lights.
AIR CARRIER NOTE: 400-1 required with glide slope inoperative.
CAUTION: Tower 1880' MSL 6.5 mi SE of LOM.
Major Changes: Transitions, air carrier note and distances revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lansing, Mich	Capital City 858'	ILS-ILAN, LOM-LA	1, Amdt 3 29 Oct 1955 Comb ILS-ADF	2 17 Jul 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
LAN VOR	Grand Ledge Int	direct	2000	T-dn	300-1	300-1	200-½
LAN LFR	Grand Ledge Int	direct	2200	C-dn	400-1	500-1	500-1½
Int W crs LAN ILS & LAN R-293	Grand Ledge Int (Final)	direct	1500	S-dn-9	400-1	400-1	400-1
LAN LOM	Grand Ledge Int	direct	2400	A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 273 Outbnd, 093 Inbnd, 2000 within 10 miles
No Glide Slope, Altitude over Grand Ledge Int 1500
No Outer Marker, distance to appr end of rny 083-4.3; No middle marker.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles of Grand Ledge Int, climb to 2400' on Front crs ILS, proceed to LOM or, when directed by ATC: (1) make left turn climbing to 2000' on NW crs LAN LFR within 20 miles.
NOTE: Grand Ledge Int: Int W crs LAN ILS & R-360 LAN. Procedure NA unless aircraft equipped to receive ILS & VOR simultaneously. 300-1 required for take-off on NW-SE runway.
Major Changes: Distances revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lansing, Mich	Capital City 858'	ILS ILAN	2, Amdt 1 29 Oct 1955	Orig 17 Jul 54

Little Rock LFR	LOM	direct	1800	T-dn	300-1	300-1	200-½
Little Rock VOR	LOM	direct	1800	C-dn	500-1	600-1	600-1½
Lakeside Int	LOM	direct	1800	S-dn-4 ILS	300-¾	300-¾	300-¾
City Int	LOM	direct	1800	ADF	500-1	500-1	500-1
Mablevale Int ILS	LOM (Final)	direct	1800	A-dn ILS	600-2	600-2	600-2
Mablevale Int ADF	LOM (Final)	direct	1300	ADF	800-2	800-2	800-2

Procedure turn N side SW crs, 220 Outbnd, 040 Inbnd, 1800 within 10 mi. (Non-standard due to traffic)
Minimum Altitude at G.S. int inbnd, 1800 ILS, minimum altitude over LOM inbnd final 1300 ADF, over LMM# inbnd final 900 ADF.
#ADF Descent below 900 NA unless MM or LMM received.
Altitude of G.S. and distance to approach end of rny at OM 1784-4.6, at MM 496-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi of LOM (ADF) climb to 1800 on NE crs ILS (040) within 20 miles.
NOTE: No approach lights. 300-1 required for take-off Runways 18-36-32. 500-1 required when G-S not used.
Major Changes: Revise procedure turn. Adds final from Mablevale.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Little Rock, Ark	Adams Field 257'	ILS-ILIT, LOM-LI	1, Amdt 1 4 Jul 1956 Comb ILS & ADF	Orig 16 Jul 55

LGB LFR	LOM	Direct	1500	T-dn *	300-1	300-1	200-½
Huntington Beach FM	LOM (Final)	Direct	1400	C-dn	500-1	600-1	600-2
San Pedro Int	LOM	Direct	1500	S-dn -30			
LGB VOR	LOM	Direct	1500	#ILS	300-¾	300-¾	300-¾
Int SW crs El Toro LFR & SE crs LGB LFR	LOM (Final)	Direct	1400	ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
Int SW crs EL TORO LFR & LGB R-122	LOM (Final)	Direct	1400	ADF	800-2	800-2	800-2

* 300-1 required for take-off runways 16, 16R, 25L, 34R.
# Straight-in landing minimums are 400-1 with glide slope inoperative.

Procedure turn S side SE crs, 120 Outbnd, 300 Inbnd, 1500' within 10 mi of LOM. Beyond 10 mi NA.
Minimum Altitude at glide slope int inbnd - 1400 ILS. Min. alt. inbnd final - 1100' ADF.
Altitude of glide slope and distance to approach end of runway at OM 1320-4.7; at MM 245-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 mi, after passing LOM (ADF) climb to 800' on NW crs LGB LFR; turn left to 200 continuing climb to intersection S crs LAX LFR and proceed to San Pedro Int at minimum of 2500'.
NOTE: Glide slope unit now at beginning of usable portion runway 30. 800' SE end closed permanently.
CAUTION: Standard clearance over obstructions not provided for circling minimums; 500' hill with oil derricks one mi S of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Long Beach, Calif	Municipal 56'	ILS LGB LOM LG	1, Amdt 11 27 Oct 56 Comb. ILS-ADF	10 18 Aug 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
LAX LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
Downy FM-RBN	LOM (Final)	Direct	1700*	C-dn	500-1	600-1	600-1½
LGB LFR	Downy FM-RBN	Direct	3000	S-dnry25L			
LGB VOR	Downy FM-RBN	Direct	3000	ILS	200-½	200-½	200-½
LGB LFR	LOM	Direct	1700	ADF	400-1	400-1	400-1
LGB VOR	LOM	Direct	1700	A-dn ILS	600-2	600-2	600-2
Hollywood Hills FM	LOM	Direct	3000	ADF	800-2	800-2	800-2
LAX VOR	LOM	Direct	2000				
Radar vectoring to final approach crs authorized							

* aircraft must descend from 3000' immediately after passing Downy, inbnd.

Procedure turn S side E crs, 068 Outbnd, 248 Inbnd, 2000' within 8 mi (E of Downy RBN NA)
Minimum altitude at glide slope int inbnd - 1700' ILS; Min. alt. over LOM inbnd final 1700 #ADF.
#ADF Approach cross LAX LFR inbnd at minimum of 1000' MSL.
Altitude of glide slope and distance to approach end of runway at OM 1700'-5.2; at MM - 310-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.2 mi, after passing LOM, climb to 2000' on W crs LAX LFR within 20 mi.
Major Changes: Raise minimums for small aircraft due to obstructions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Los Angeles, Calif	International 125'	ILS LAX LOM LA	1, Amdt 14 14 Jul 56 Comb. ILS-ADF	13 28 Mar 56

Louisville LFR	LOM	Direct	2100	T-dn	300-1	300-1	200-½
Louisville VOR	LOM	Direct	2100	C-dn	500-1	500-1	500-1½
Eastwood FM	LOM	Direct	2100	S-dn-01*ILS	200-½	200-½	200-½
Shepherdsville FM	LOM	Direct	2100	ADF	500-1	500-1	500-1
Int W crs Louisville LFR & 144 crs to LOM or Louisville R-295	LOM	Direct	2100	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
Bardstown Int	LOM	Direct	2100				
Bourbon Int	LOM	Direct	2100				
Elizabeth Int	LOM	Direct	2100				

* 400-¾ required with glide slope inoperative.

Procedure turn W side S crs 190 Outbnd 010 Inbnd, 2100' within 6 mi. NA beyond 6 mi to avoid Godman Danger Area.
Minimum altitude at glide slope int inbnd, 2000' ILS. Min. alt. over LOM inbnd final - 1600' ADF.
Altitude of glide slope & distance to approach end of rny at OM 2080-5.4; at MM 690-0.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 mi after passing LOM (ADF), make a left climbing turn to 2100' as soon as practical. Proceed out W crs Louisville LFR or (when directed by ATC) make climbing right turn as soon as practical & proceed to Louisville LFR.
CAUTION: Obstruction 1060' 4 mi N of Standiford Field.
Major Changes: Minimum glide slope interception altitude revised to accommodate surveillance patterns.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Louisville, Ky	Standiford 497'	ILS-SDF, LOM-SD	1, Amdt 14 10 Nov 56 Comb. ILS-ADF	13 21 Apr 56

Louisville LFR	Jeffersonville Int*	Direct	2100	T-dn	300-1	300-1	200-½
Louisville VOR	Jeffersonville Int	Direct	2100	C-dn	500-1	500-1	500-1½
Nabb Int	Jeffersonville Int	Direct	2000	S-dn-19**	500-1	500-1	500-1
Int W crs Louisville LFR & N crs of ILS	Jeffersonville Int	Direct	2000	A-dn	800-2	800-2	800-2
Jeffersonville Int	Harbor Int # (Final)	Direct	2000				
Radar terminal area transitions	Radar site	within 25 mi	2500				

** Do not descend below 1100' MSL until past Louisville VOR 320 radial (Cave Hill Int)

Procedure turn E side N crs, 010 Outbnd, 190 Inbnd, 2000' within 10 mi N of Jeffersonville Int* (nonstandard due to obstructions)
* Jeffersonville Int - N crs of ILS & Louisville radial 332.
No glide slope or markers. Alt over Harbor Int # 2000'; Descend to landing minimums after passing Harbor Int #
Distance and bearing to Runway 19 - 190-5.3
# Harbor Int - N crs of ILS & Louisville VOR radial 327.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5 mi after passing Harbor Int, climb to 2100' on S crs of ILS to LOM.
NOTE: ADF approach not authorized. This procedure authorized only for aircraft equipped to receive ILS and VOR simultaneously.
Major Changes: Radar transition altitude added; adds Harbor Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Louisville, Ky	Standiford 497'	ILS SDF	2, Amdt 1 17 Nov 56	Orig 23 Apr 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Lubbock VOR	LOM	direct	4500	T-dn	300-1	300-1	200-½
Lubbock LFR	LOM	direct	4500	C-dn	400-1	500-1	500-1½
Roundup FM	LOM	direct	4500	S-dn-17 ILS	300-¾	300-¾	300-¾
Int R 018 LBB and N crs ILS	LOM	direct	4500	ADF	400-1	400-1	400-1
Int E crs LBB LFR and N crs ILS	LOM	direct	4500	A-dn ILS	600-2	600-2	600-2
Int R 114 LBB and N crs ILS	LOM	direct	4500	ADF	800-2	800-2	800-2

Procedure turn E side N crs, 348 Outbnd, 168 Inbnd, 4500 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd 4500 ILS, minimum altitude over LOM inbnd final 4000 ADF
Altitude of G.S. and distance to approach end of rny at OM 4500-4.1, at MM 3490-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 miles after passing LOM (ADF) climb to 5100 on S crs ILS (168) within 20 miles, or when directed by ATC, turn left climb to 4500 on E crs of LBB LFR within 20 miles, or climb to 4500' on R-110 LBB within 20 mi.
AIR CARRIER NOTE: 200-½ authorized provided the available runway length exceeds by 3000 feet the landing distance required by the aircraft performance operating limitations of the CAR's and high intensity runway lights are operative on the entire length of the runway.
CAUTION: 4067 MSL Tower 7.5 miles S of airport on ILS missed approach.
NOTE: No approach lights.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lubbock, Texas	Municipal 3256'	ILS-ILBB, LOM-LB	1, Amdt 3 9 Jul 1955 Comb ILS & ADF	2 2 Aug 54

Lubbock VOR via R-139	Broadway Int	direct	5100	T-dn	300-1	300-1	200-½
Lubbock LFR via crs 101	Broadway Int	direct	5100	C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 168 Outbnd, 348 Inbnd, 5100 within 10 mi. Beyond 10 mi NA.
No Glide Slope, minimum altitude Broadway Int 4600', distance to appr end of rny at Broadway Int 4.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, climb to 4500 on N crs ILS or when directed by ATC, climb to 4500 on E crs LFR or R-110 LBB within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lubbock, Texas	Municipal 3256'	ILS ILBB	2, Amdt 1 9 Jul 1955	Orig 8 Jul 54

Macon VOR	LOM	direct	1600	T-dn	300-1	300-1	200-½
Macon LFR	LOM	direct	1600	C-dn	500-1	500-1	500-1½
Robins MHW	LOM	direct	1600	S-dn-5 ILS	300-¾	300-¾	300-¾
Int SW crs Macon LFR and SW crs of ILS	LOM	direct	1600	ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn S side of SW crs, 227 Outbnd, 047 Inbnd, 1600 within 10 miles
Minimum Altitude at G.S. int inbnd, 1600 ILS, minimum altitude over LOM inbnd final 1200 ADF
Altitude of G.S. and distance to appr end of rny at OM 1650-3.8, at MM 540-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi after passing LOM (ADF) climb to 1800 on NE crs ILS (047) within 20 miles
CAUTION: 848' tower 5.5 miles NE of airport on missed approach crs.
NOTE: No approach lights. Provisions of inoperative ILS components not applicable unless ceiling is at least 500'.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Macon, Ga	Macon (Cochran) 354'	ILS-IMCN, LOM-MC	1, 13 Aug 1954 Comb ILS & ADF	1, 13 June 54

MSN-LFR	LOM	Direct	2400	T-dn	300-1	300-1	200-½
Int R-336 JVL & ILS S crs	LOM (Final-ILS)	Direct	2000	C-dn	600-1	600-1	600-1½
Mendota VHF Int	LOM	Direct	2700	S-dn ILS	200-½	200-½	200-½
Int R-312 JVL & ILS S crs	LOM (Final-ILS)	Direct	2000	ADF	600-1	600-1	600-1
Truax RBN	LOM	Direct	2400	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn E side of crs, 179 Outbnd, 359 Inbnd, 2400 within 10 mi.
Minimum altitude at glide slope int inbnd - 2000' ILS. Min. alt. inbnd final 1900' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 1918-3.9; at MM - 1058-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi after passing LOM (ADF) climb to 2500 on N crs ILS (359) within 20 mi.
CAUTION: 1211' tower 1.3 mi to left of crs after passing LOM on final and 1023' MSL pole .8 mi to left of crs & .8 mi SW of Runway 36.
Major Changes: Transitions, distances and missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Madison, Wis	Truax Field 859'	ILS-MSN, LOM-MS	1, Amdt 4 14 Jul 56 Comb. ILS-ADF	3 20 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
MSN-LFR	Truax Int #	Direct	2500	T-dn	300-1	300-1	200-½
Int 099R LNR-VOR & Back crs	Truax Int #	Direct	2500	C-dn	600-1	600-1	600-1½
MSN-ILS				S-dn	400-1	400-1	400-1
Mendota VHF Int	Truax Int #	Direct	2500	A-dn	800-2	800-2	800-2
MSN-LOM	Truax Int #	Direct	2500				

Procedure turn E side of crs, 359 Outbnd, 179 Inbnd, 2500' within 10 mi.
No slide slope. Altitude over Truax Int # 2000. No markers; distance from Truax Int #3.7.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles after passing Truax Int #, climb to 2400' on 5 crs ILS within 20 mi
Truax Int: Int 270 brng to Truax Rbn & N crs MSN ILS. (To be shown on AL charts only)
NOTE: If Truax Rbn not operative, VFR minimums apply.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Madison, Wis	Truax Field 859'	ILS MSN MHW TAX	2, Orig 29 Dec 56 Comb. ILS-ADF	None

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From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Medford LFR	LOM	Direct	6000	T-dn	300-1	300-1	300-1
Medford VOR	LOM	Direct	6000	C-dn	1000-2	1000-2	1000-2
Tiller FM via crs 165	ILS N crs (Final)	Direct	6000	S-dn 14	400-1	400-1	400-1
				A-dn̂	1000-2	1000-2	1000-2

Procedure turn E side N crs 319 Outbnd, 139 Inbnd, 6000' within 10 mi of Evans Creek FM (nonstandard due to terrain)
Minimum altitude at glide slope int inbnd; 6000'
Altitude of glide slope and distance to approach end of runway at OM - 2852-4.7; at MM - 1541-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right, climb to 6000' on N crs ILS within 5 mi of LMM.
Major Changes: Add transition from Tiller FM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Medford, Ore	Medford 1330'	ILS IMFR	1, Amdt 1 1 Jan 55	Orig 16 Aug 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Memphis LFR	LOM	direct	1500	T-dn	300-1	300-1	200-½
Cuba FM	LOM	direct	2000	C-dn	500-1	500-1	500-1½
Oakville Int	LOM	direct	1500	S-dn-9 ILS	200-½	200-½	200-½
Bruins MHW	LOM	direct	1700	ADF	400-1	400-1	400-1
Memphis VOR	LOM	direct	1500	A-dn ILS	600-2	600-2	600-2
Waverly Int	Island Int#	direct	1700	ADF	800-2	800-2	800-2
Bruins MHW via crs 036	Island Int#	direct	1700				
Island Int # ILS	LOM (Final)	direct	1700				
Island Int# ADF	LOM (Final)	direct	1200				
Radar transition	Radar Site	all directions within 25 miles	2300				
When radar provides 3 mi seperation from towers located 8 mi NNE of airport	Radar Site		1800				
Sector S of ILS localizer within 15 mi	Radar Site		1500				

#Island Int, Int W crs ILS & brng 216° to Bruins Rbn.

Procedure turn S side W crs, 267 Outbnd, 087 Inbnd, 1700 within 10 miles.
Minimum Altitude at G.S. int inbnd, 1700 ILS, minimum altitude over LOM inbnd final 1200 ADF
Altitude of G.S. and distance to approach end of rny at OM 1650-4.3, at MM 540-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles after passing LOM (ADF) climb to 1500 on E crs ILS (087) within 20 mi.
NOTE: 400-¾ required when G-S not utilized - 470' MSL tower located 1 mi E of LOM.
AIR CARRIER NOTE: Take-off at less than 200-½ NA on Runway 14-32
Major Changes: Adds transitions from Waverly & Bruins to Island Int. Adds final from Island Int. Revises crs. Changes field elevation.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Memphis, Tenn	Municipal 291'	ILS-IMEM, LOM-BXS	1, Amdt 3 15 Dec 1956 Comb ILS & ADF	2 14 May 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Memphis LFR	Oakville Int	direct	1500	T-dn	300-1	300-1	200-½
Memphis VOR via crs 353	Oakville Int	direct	1500	C-dn	500-1	500-1	500-1½
Fisherville FM	Oakville Int	direct	2000	S-dn-27	400-1	400-1	400-1
8 mi radar fix on E crs ILS	Oakville Int (Final)	direct	1000	A-dn	800-2	800-2	800-2
Radar transitions	Radar Site	All directions within 25 mi	2300				
When radar provides 3 mi separation from towers located 8 mi NNE of airport			1800				
Sector S of ILS localizer within 15 mi			1500				

Procedure turn S side E crs, 087 Outbnd, 267 Inbnd, 1500 within 10 miles
Minimum Altitude at G.S. int inbnd, 4500 ILS, minimum altitude over LOM inbnd final 4000 ADF
No Glide Slope. Minimum Altitude Oakville Int 1000, distance to appr end of rny at Oakville Int 2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 miles, climb to 1700 on W crs ILS iwthin 20 miles.
AIR CARRIER NOTE: Take-off at less than 200-½ NA on Runway 14-32.
Major Changes: Adds radar fix (Final). Raises transition 2000 from Fisherville.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Memphis, Tenn	Municipal 291'	ILS IMEM	2. Amdt 2, 15 Dec 1956	1 14 May 55

Meridian LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½*
Meridian VOR	LOM	direct	1800	C-dn	500-1	600-1	600-1½
				S-dn-1 ILS	#300-¾	#300-¾	#300-¾
				ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*300-1 take-off minima required runway 9.
#500-1 required when glide slope not used.

Procedure turn E side S crs, 184 Outbnd, 004 Inbnd, 1700 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 1700 ILS, minimum altitude over LOM inbnd final 1000 ADF
Altitude of G.S. and distance to appr end of rny at OM 1700-4.7, at MM 490-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 mi after passing LOM (ADF) climb to 2000 on crs of 004 from LOM within 20 mi
NOTE: Take-offs with less than 200-½ NA on runways 4, 14, 22 & 32. No approach lights. Overrun lights and high intensity runway lights only.
Major Changes: Revise transition & missed approach. Reduce ADF alt. over LOM. Reduce 2-eng night visibility minima. Revise take-off limitations.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Meridian, Miss	Key Field 297'	ILS-IMEI, LOM-ME	1, Amdt 2 13 Dec 1956 Comb ILS & ADF	1 30 Apr 55

Miami VOR	LOM	Direct	1100	T-dn	300-1	300-1	200-½
Miami LFR-ILS#	LOM (Final)	Direct	1100	C-dn	400-1	500-1	500-1½
Miami LFR-ADF#	LOM (Final)	Direct	600	S-dn-9R ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
				S-dn-9L* ILS	400-1	400-1	400-1
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

# Right turn from S or left turn from N, from Miami LFR to LOM NA.
* Crs & distance LOM to Rny 9L-074,4.1

Procedure turn N side W crs, 266 Outbnd, 086 Inbnd, 1100' within 10 mi (nonstandard due to traffic)
Minimum altitude at glide slope int inbnd-1100' ILS. Min. alt. over LOM inbnd final - 600' ADF.
Altitude of glide slope & distance to approach end of runway at OM - 1070'-3.9; at MM - 205-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi after passing LOM (ADF), climb to 1400' on E crs ILS (086) within 20 mi or when directed by ATC, turn right to 180, climb to 1400' and proceed SE, on SE crs LFR or R-150 VOR within 20 mi.
Major Changes: Change of glide slope angle and elevation over markers.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Miami, Fla	International 9'	ILS-IMIA, LOM-MI	1 Amdt 5 24 Nov 55 Comb ILS-ADF	4 2 Jul 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Bayshore Int	Flagler Int (Final)	Direct	1400	T-dn	300-1	300-1	200-½
Miami LFR	Flagler Int	Direct	1400	C-dn	500-1	500-1	500-1½
Miami VOR	Flagler Int	Direct	1400	S-dn-27-L-R	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn S side E crs, 086 Outbnd, 266 Inbnd, 1400' within 10 mi E of Bayshore Int. Beyond 10 mi NA.
No glide slope. Alt over Flagler Int 1400' - brng & distance to Rny 27L 266-3.9; to Rny 27R 279-3.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi, climb to 1100' on W crs of ILS within 20 mi.
Flagler Int is intersection E crs ILS and 336 brg to Marine Miami HW (NIG)
NOTE: In consideration of noise abatement, use of this procedure is authorized only when required by ATC. VFR practice of this approach NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Miami, Fla	International 9'	ILS IMIA	2, Amdt 1 4 Jun 55	Orig 16 Apr 54

Midland VOR	LMM	Direct	4200	T-dn	300-1	300-1	*200-½
Midland VIA R-199	OM	Direct	4200	C-dn	400-1	500-1	500-1½
Midland LFR via crs 189	OM	Direct	4000	S-dn-4 ILS	200-½	200-½	200-½
Midland LFR	LMM	Direct	4000	» ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

AIR CARRIER NOTE: * 300-1 required Runways 16L & 34R.

Procedure turn S side SW crs, 223 Outbnd, 043 Inbnd, 4300' within 10 mi. Beyond 10 mi NA.
Minimum altitude at glide slope int inbnd - 4010' ILS. Min. alt. over OM inbnd final - 3800' ADF; over LMM, 3300' ADF
Altitude of glide slope and distance to approach end of rny at OM - 4010-4.1; at MM - 3070-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.6 mi after passing LMM (ADF), climb to 4400' on NE crs ILS (043) within 20 mi. When directed by ATC turn right, climb to 4000' on SE crs LFR or R-150 within 20 mi. If OM not received altitude over LMM is 3800' and straight in minima NA. 400-¾ required when glide slope not utilized.
Major Changes: Transition & procedure turn altitudes increased.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Midland, Texas	Air Terminal 2867'	ILS-IMAF, LMM-AF	1, Amdt 6 16 Jul 55 Comb. ILS-ADF	5 22 Apr 54

Midland VOR	Radio Int	Direct	4100	T-dn	300-1	300-1	*200-½
Stanton Int(Int R-055 MAF & NE crs ILS)	Tank Farm Int	Direct	4400	C-dn	400-1	500-1	500-1½
				S-dn-22	400-1	400-1	400-1
Tank Farm Int(Int R-080 MAF & NE crs ILS)	Radio Int (Final)	Direct	3900	A-dn	800-2	800-2	800-2

* 300-1 required Runways 16L and 34R.

Procedure turn N side of NE crs of ILS, 043 Outbnd, 223 Inbnd, 4400' within 10 mi. Beyond 10 mi NA.
No glide slope. Alt. from Radio Int. 3900'; Distance 223-3.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 mi, climb to 4300' on SW crs ILS within within 20 mi, or when directed by ATC, climb to 4000' on R-150 MAF or climb to 4000' on SE crs of MAF LFR within 20 mi.
Radio Int: Int NE crs ILS & R-117 MAF.
Major Changes: Revise initial approaches. Add alternate missed approaches. Revise intersections.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Midland, Tex	Air Terminal 2867	ILS-IMAF, BVOR-MAF	2, amdt 1 6 Aug 55	Orig 24 Mar 54

MKE-LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
Franksville FM - ILS	LOM (Final)	Direct	2000	C-dn	600-1	600-1	600-1½
Franksville FM - ADF	LOM (Final)	Direct	1400	S-dn 1 ILS	200-½	200-½	200-½
Int N crs MKE LFR & S crs ILS	LOM	Direct	2000	ADF	500-1	500-1	500-1
Genesee FM	LOM	Direct	2000	A-dn ILS	600-2	600-2	600-2
Racine Int VHF	LOM	Direct	2000	ADF	800-2	800-2	800-2
Cardinal Int VHF	LOM	Direct	2700				
MKE VOR	LOM	Direct	2300				

Procedure turn E side S crs, 186 Outbnd, 006 Inbnd, 2000' within 10 mi.
Minimum altitude at glide slope int inbnd - 2000' ILS. Min. alt. over LOM inbnd final 1400' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 2035-4.1; at MM 918-0.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 mi after passing LOM, climb to 2700' on N crs MKE-LFR within 20 mi, or when directed by ATC, make left climbing turn to 2300' and intercept R-109 MKE and proceed to MKE-VOR
Major Changes: ILS straight-in minimums lowered.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Milwaukee, Wis	General Mitchell 698'	ILS-MKE, LOM-MK	1, Amdt 9 22 Jun 56 Comb. ILS-ADF	8 21 Jun 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
MKE-VOR	Lake Park Int*	Direct	2700	T-dn	300-1	300-1	200-½
MKE-LFR	Lake Park Int*	Direct	2700	C-dn	600-1	600-1	600-1½
MKE-LOM	Lake Park Int*	Direct	2700	S-dn-19	400-1	400-1	400-1
Cardinal Int	Lake Park Int*	Direct	2700	A-dn	800-2	800-2	800-2
Cardinal Int	Lake Park Int* (Final)	Direct	2200				
Lake Park Int*	Harbor Int**	Direct	2300				
Lake Park Int*	Harbor Int** (Final)	Direct	1800				

Radar transition to final approach authorized. Aircraft may be released for final approach without procedure turn at Lake Park Int* Refer to Form ACA-511.5 (GCA) for Milwaukee, Wis., if detailed sector altitudes desired.

Procedure turn W side N crs, 006 Outbnd, 186 Inbnd, 2700' within 10 mi of *Lake Park Int.
No glide slope. 1800' over Lake Park Int*; Brng. & dist. Lake Park Int* to Harbor Int** - 186°-3.0
No markers. Brng. & dist. Harbor Int** to Rwy-19 - 186°-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, climb to 2000' on localizer crs to MKE LOM or when directed by ARTC:
(1) Make left climbing turn to 2000' & proceed to Sun Fish Int, via V30.
*Lake Park Int - Int MKE-VOR R-100 & N crs ILS.
**Harbor Int - Int MKE-VOR R-108 & N crs ILS.
NOTE: Procedure authorized only when aircraft equipped to receive ILS & VOR simultaneously.
Major Changes: Establishes back crs ILS approach.
CAUTION: 787' power line ½ mi N of Rwy-19.

City and State Milwaukee, Wis. Airport Name & Elev. General Mitchell 698' Fac. Class & Ident. ILS-MKE Procedure No. & Eff. Date 2, Orig 26 Jan 1957 Sup. Amdt. No. Dated None

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MSP-LFR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
MSP-VOR	LOM	Direct	2500	C-dn	500-1	500-1	500-1½
Hastings FM - ILS	Glide slope int (Final)	Direct	2200	S-dn 29L			
				ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
Hastings FM - ADF	LOM (Final)	Direct	1700	A-dn ILS	600-2	600-2	600-2
Stanton Rbn via crs 360	SE ILS crs	Direct	2200	ADF	800-2	800-2	800-2
Jordan FM	LOM	Direct	2200				
Houlton Int	LOM	Direct	2200				
Diamond Bluff Int ILS	Glide slope int (Final)	Direct	2200				
Lakeville Int	LOM	Direct	2200				
Prior Int	LOM	Direct	2200				
Stanton RBN	Brng 295 to LOM	Direct	2200				
White Bear Int	LOM	Direct	2500				
Elmo Int	LOM	Direct	2200				
Radar transitions as directed by ATC	Radar site	within 25 mi	2600				

Procedure turn E side SE crs, 115 Outbnd, 295 Inbnd, 2200' within 10 mi.
Minimum altitude at glide slope int inbnd - 2200' ILS. Min. alt. inbnd final - 1700' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 2084-4.0; at MM - 1038-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi (ADF), climb to 2600' on NW crs MSP-LFR to Hamel FM, or if directed by ATC:
(1) Make left climbing turn, climb to 2500' on crs of 241 and proceed to Jordan FM.
(2) Make left climbing turn, climb to 2200' and return to LOM.
CAUTION: Tower 1223' MSL 3 mi W of Hastings FM.
Major Changes: Revises transitions. Procedure turn altitudes.

City and State Minneapolis, Minn Airport Name & Elev. Minneapolis- 840' Fac. Class & Ident. ILS-MSP, LOM-MS Procedure No. & Eff. Date 1, Amdt 7 19 Nov 55 Sup. Amdt. No. Dated 6 1 Oct 55
St. Paul International (Wold Chamberlain Field) Comb, ILS-ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine. More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Radar terminal area transition altitude	NW ILS	all directions within 20 mi	2600	T-dn	300-1	300-1	200-½
6 mi radar fix	App. end Rnwy 11R (Final)		2600	C-dn	500-1	500-1	500-1½
5 mi radar fix	app. end Rnwy 11R (Final)		2500	S-dn-11R	400-1	400-1	400-1
3 mi radar fix	App end Rnwy 11R (Final)		1800	A-dn	800-2	800-2	800-2
2 mi radar fix	App. end Rnwy 11R (Final)		1500				

Procedure turn S side NW crs, 295 Outbnd, 115 Inbnd, 2600 within 10 mi of Runway 11R as specified by radar controller.

No glide slope or markers.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . on final approach within 3 mi after passing 3 mi radar fix, make right climbing turn, climb to 2500' on SW crs. MSP LFR to Jordan fan marker.

NOTE: This procedure authorized only when airport surveillance radar is operating and utilized.

CAUTION: Do not descend below 1700' MSL until radar controller has advised passing 1085' tower 2.5 mi from app. end Runway 11R.

Major Changes: Revised information.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Minneapolis, Minn	Minneapolis-St.Paul International 840	ILS-MSP, Radar MSP	2, Amdt 2 1 Oct 55	1 30 Dec 53

Mobile VOR	LOM	Direct	1300	T-dn	300-1	300-1	200-½
Bay Minette HW	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
Brookley HW	LOM	Direct	1600	S-dn-14 ILS	*300-¾	*300-¾	*300-¾
Prichard Int	LOM	Direct	1500	ADF	400-1	400-1	400-1
				A-dn ILS	#600-2	#600-2	#600-2
				ADF	800-2	800-2	800-2

* 400-¾ required when glide slope not utilized.

# All installed components of ILS must be operating otherwise alternate minima of 800-2 apply.

Procedure turn W side NW crs, 320 Outbnd, 140 Inbnd, 1400' within 10 mi.

Minimum altitude at glide slope int inbnd, 1400' ILS; Over LOM inbnd final 900' ADF.

Altitude of glide slope and distance to approach end of runway at OM, 1420-4.0; at MM, 425-0.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.0 mi, after passing LOM (ADF) make right turn, climb to 1600' on 180 crs from LOM within 20 mi; or when directed by ATC, make right turn, proceed direct to MOB VOR climbing to 1400' & enter VOR holding pattern.

NOTE: No approach lights.

Major Changes: Revise transitions and missed approach procedures.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Mobile, Ala	Bates 217'	ILS-IMOB, LOM-MO	1, Amdt 6 1 Dec 56 Comb. ILS-ADF	5 14 Jan 56

Moline VOR	LOM	Direct	2300	T-dn	300-1	300-1	200-½
Moline LFR	LOM	Direct	2100	C-dn	600-1	600-1	600-1½
Int E crs MLI-LFR & 225 brg to LOM	LOM	Direct	2300	S-dn 9 *ILS	200-½	200-½	200-½
				ADF	600-1	600-1	600-1
Int S crs MLI-LFR & W crs ILS or brg 086 to LOM	LOM	Direct	1900				
Iowa City VOR via R-095	W crs ILS	Direct	2000	A-dn ILS	600-2	600-2	600-2
Int R-095 IOW & W crs ILS or brg 086 to LOM	LOM (Final) #	Direct	1900	ADF	800-2	800-2	800-2
Int R-202 MLI & E crs ILS	LOM	Direct	2100				

* 600-1 required when glide path inoperative.

# Holding not authorized at Int.

Procedure turn S side W crs, 266 Outbnd, 086 Inbnd, 1900' within 10 mi.

Minimum altitude at glide slope int inbnd - 1900' ILS. Min. alt. inbnd final - 1400' ADF.

Altitude of glide slope and distance to approach end of runway at OM - 1807-4.4; at MM 774-0.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.4 mi after passing LOM (ADF), climb to 2100' on crs of 086 within 20 mi, or when directed by ATC, make left climbing turn, climb to 2300' and proceed to E crs MLI-LFR or to MLI-VOR.

Major Changes: Transitions, distances and altitudes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Moline, Ill	Quad City 590'	ILS-MLI, LOM-ML	1, Amdt 6 18 Feb 56 Comb. ILS-ADF	5 15 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Moline VOR	Colona Int*	Direct	2100	T-dn	300-1	300-1	200-½
Int R-202 MLI & E crs ILS	Colona Int*	Direct	2100	C-dn	600-1	600-1	600-1½
Moline LFR	Colona Int*	Direct	2300	S-dn 27	500-1	500-1	500-1
Polo VOR	Annawan Int**	Direct	2100	A-dn	800-2	800-2	800-2
Annawan Int**	Colona Int* (Final)	Direct	2100				

** Annawan Int - Int R-205 Polo VOR & E crs ILS or Int R-314 Bradford VOR & E crs ILS.

Procedure turn N side of crs, 086 Outbnd, 266 Inbnd, 2100 within 10 mi of Colona Int*
No glide slope or markers. Alt. over Colona Int* on final 1600'; brg & distance to Rny 27 - 266-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 mi after passing Colona Int* climb to 2000' & proceed to MLI-LOM.
* Colona Int - R-195 MLI & E crs ILS.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Moline, Ill	Quad City 590'	ILS-MLL, VOR-MLI	2, Orig 10 Mar 56	None

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Monroe LFR	LOM	Direct	1300	T-dn	300-1	300-1	200-½
Monroe VOR	LOM	Direct	1400	C-dn	400-1	500-1	500-1½
				S-dn-4 #ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

400-¾ required when glide slope not utilized.

Procedure turn S side of SW crs, 218 Outbnd, 038 Inbnd, 1400' within 10 mi. Beyond 10 mi NA.
Minimum altitude at glide slope int inbnd, 1300' ILS; over LOM inbnd final 800' ADF.
Altitude of glide slope and distance to approach end of runway at OM 1300-4.2; at MM 275-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi after passing LOM (ADF) climb to 1400' on NE crs ILS (038) within 20 mi.
CAUTION: 850' TV antenna 3.5 mi WNW of airport. No approach lights.
AIR CARRIER NOTE: No reduction in take-off minimums on cargo and ferry flights authorized on runway 4, 9, 13, 31 and 35.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Monroe, La	Selman Field 79'	ILS-IMLU, LOM-ML	1, Amdt 1 29 Jan 55 Comb. ILS-ADF	Orig 27 Jun 53

Maxwell LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Montgomery BVOR	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
Benton Int	LOM	Direct	1500	S-dn-9 *ILS	300-¾	300-¾	300-¾
Greenville Int	LOM	Direct	1500	ADF	400-1	400-1	400-1
Deatsville Int	LOM	Direct	1700	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

* 400-¾ required if glide slope not utilized.

Procedure turn S side W crs, 273 Outbnd, 093 Inbnd, 1700' within 10 mi. Beyond 10 mi NA.
Minimum altitude at glide slope int inbnd, 1659 ILS; Min. alt. over LOM inbnd final - 1000' ADF.
Altitude of glide slope and distance to approach end of rny at OM - 1700-5.3; at MM - 430-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 mi after passing LOM (ADF) climb to 1500 on crs of 114 or on R-114 MGM within 20 mi.
AIR CARRIER NOTE: 200-½ authorized provided the available runway length exceeds by 3000 feet the landing distance required by the aircraft performance operating limitations of the CAR's and high intensity runway lights are operative on the entire length of the runway.
NOTE: No approach lights.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Montgomery, Ala	Dannelly Field 221'	ILS-IMGM, LOM-MG	1, Orig 8 Apr 55 Comb. ILS-ADF	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Nashville LFR	LOM	Direct	1900	T-dn	300-1	300-1	200-½
Nashville VOR	LOM	Direct	2000	C-dn	400-1	500-1	500-1½
Walter-Hill FM	LOM	Direct	2000	S-dn-2L* ILS	200-½	200-½	200-½
Knob Int	LOM	Direct	1900	ADF	400-1	400-1	400-1
Franklin Int #	LOM (Final)	Direct	2000	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

* 400-¾ required when glide slope not utilized.
# Franklin Int. Int S crs ILS & R-074 GHM.

Procedure turn E side crs, 195 Outbnd, 015 Inbnd, 2500 within 10 miles
Minimum Altitude at G.S. int inbnd, 2500 ILS, inbnd final 2000 ADF over LOM
Altitude of G.S. and distance to approach end of runway at OM 2000-4.9, at MM 840-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi after passing LOM (ADF) climb to 2000' on N crs ILS (015) within 20 mi.
AIR CARRIER NOTE: Take-off with less than 200-½ NA on Runway 15.
Major Changes: Add final from Franklin. Delete Fairview FM transition.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Nashville, Tenn	Berry Field 606'	ILS-IBNA, LOM-BN	1, Amdt 9 22 Sep 56 Comb. ILS-ADF	8 7 Jan 56

Bowling Green LFR	Old Hickory Int#	Direct	2300	T-dn	300-1	300-1	200-½
Bowling Green VOR via R-189	Old Hickory Int#	Direct	2100	C-dn	400-1	500-1	500-1½
Nashville LFR	Knob Int	Direct	1900	S-dn-20R	400-1	400-1	400-1
Nashville VOR via R-338	Knob Int	Direct	1900	A-dn	800-2	800-2	800-2
Old Hickory Int	Knob Int (Final)	Direct	1800				

# Old Hickory Int. Nashville ILS NE crs and Nashville R-350 (to be shown on A-L chart only.)

Procedure turn E side N crs, 015 Outbnd, 195 Inbnd, 2000' within 10 mi.
No glide slope. Alt over Knob Int 1800'; distance from Knob Int to Runway 20R -3.6 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4 mi, climb to 2500' on S crs ILS within 20 mi.
NOTE: Radio tower 865' MSL located ½ mi S of Knob Int.
AIR CARRIER NOTE: Take-off with less than 200-½ NA Runway 15.
Major Changes: Adds transition from BWG VOR. Adds final from Old Hickory Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Nashville, Tenn	Berry Field 606'	ILS IBNA	2, Amdt 3 10 Nov 56	2 14 May 55

New Brunswick Int	Woodbridge Int	Direct	1500	#T-dn	300-1	300-1	200-½
Woodbridge Int ILS	LOM (Final)	Direct	1500	C-dn	600-1	600-1	600-1½
Woodbridge Int ADF	LOM (Final)	Direct	1000	S-dn-4 ILS	200-½	200-½	200-½
Colts Neck VOR	Woodbridge Int	Direct	1500	ADF	600-1	600-1	600-1
Flatbush Rbn	LOM	Direct	1500	A-dn ILS	600-2	600-2	600-2
Newark LFR	LOM	Direct	1500	ADF	800-2	800-2	800-2
Chatham Rbn	LOM	Direct	2000				
Radar transition altitudes S quadrant Newark LFR	Radar site	within 15 mi	1500				
Northeast sector from 058 to 090	Radar Site	within 20 mi	2500				
All other sectors	Radar Site	within 20 mi	2000				

Runway 4 only: Runway Visual Range 2600' may be utilized in lieu of 200-½ when 200-½ is authorized.
* Runway 4 only: 200-½ or runway visual range of 2600' - provided approaches conducted on the basis of reported runway visual range shall be governed by the following:
  (1) All components of approach lights and high intensity runway lights shall be in normal operation
  (2) Descent below the authorized landing minimum altitude of 218' shall not be made unless
    (a) Visual contact with the approach lights has been established or
    (b) The aircraft is clear of clouds. 600-1 required with glide slope inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Newark, N J	Newark 18'	ILS-EWR, LOM-EW	1, Amdt 9 1 Dec 56 Comb. ILS-ADF	8 25 Dec 55

(Panel 1)(See Panel 2)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots

Newark, N J Newark (Continued from Panel 1)

Procedure turn E side SW crs, 217 Outbnd, 037 Inbnd, 1500' within 10 mi.
Minimum Altitude at glide slope int inbnd; 1500' ILS. Min. alt. over LOM inbnd final - 1000' ADF.
Alt. of glide slope & distance to approach end of rny at OM 1525-4.9; at MM 250-.6
If visual contact not established upon descent to authorized landing minimums or if landing no accomplished . . within 4.9 mi, climb to 1000' on 037 crs from LOM, then make left climbing turn to Paterson RBn at 2000', or when directed by ATC:

(1) make climbing left turn to 2000' direct to Chatham RBn, or
(2) make a right climbing turn to 1500', return to LOM.

Major Changes: Adds runway visual range minimums for takeoffs.

City and State	Airport Name & Elev.	Fac.Class & Ident.	Procedure No. & Eff. Date	Sup.Amdt.No.Dated
Newark, N. J.	Newark 18'	ILS-EWR, LOM-EW	1, Amdt 9 1 Dec 56	8 25 Dec 55

(Panel 2)

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int E crs Providence LFR & SW crs ILS	OM	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
Int E crs Providence LFR & brng 053 to LMM	LMM	Direct	1500	S-dn-5 ILS	200-½	200-½	200-½
				ADF	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 233 Outbnd, 053 Inbnd, 1500' within 10 mi of LMM. NA beyond 10 mi.
Minimum Altitude at glide slope int Inbnd - 1500' ILS. Min. alt. over LMM inbnd final - 800'# ADF.
Descent to straight-in minimums authorized after passing OM. If OM not received, maintain 800 to LMM and circling minimums apply.
Altitude of glide slope & distance to approach end of rny at OM 1240-3.9; at MM 265-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.6 mi after passing LMM (ADF), make a climbing left turn as soon as practical, climb to 1500' on SW crs ILS or brng 233 from LMM, hold on S side crs within 10 mi of LMM.

Major Changes: Transitions, procedure turn and missed approach altitude changed to 1500'

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New Bedford, Mass	Municipal 79'	ILS-EWB, LMM-WB	1, Amdt 6 12 Nov 55 Comb. ILS-ADF	5 1 Aug 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
MSY-LFR	LOM	Direct	1400	T-dn	300-1	300-1	200-½
MSY VOR	LOM	Direct	1300	C-dn	400-1	500-1	500-1½
LaPlace MHW via crs 120 ILS	W crs ILS (Final)	Direct	1400	S-dn-10* ILS	200-½	200-½	200-½
LaPlace MHW via crs 120 ADF	099 brng to LOM	Direct	900	ADF	400-1	400-1	400-1
Radar terminal area transitions altitudes	Radar site	within 25 mi	1500**	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

* 400-¾ required when glide slope not utilized.
Procedure turn S side W crs, 279 Outbnd, 099 Inbnd, 1400' within 10 mi. Beyond 10 mi NA.
Minimum altitude at glide slope int inbnd - 1100' ILS. Min. alt. over LOM inbnd final - 900' ADF
Altitude of glide slope and distance to approach end of runway at OM- 1040-3.5; at MM 220-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 after passing LOM (ADF), climb to 2000' on E crs ILS(099) within 20 mi, or when directed by ATC use one of the following alt missed approach procedures: within 3.5 mi after passing LOM;

(1) proceed to MSY LFR climbing on E crs to 1500;
(2) turn right climb on S crs MSY LFR to 1500;
(3) turn left, climb on N crs MSY LFR to 1400;
(4) turn left climb on R-030 MSY VOR to 1400;
(5) climb on R-060 MSY VOR to 1500;
(6) turn right climb on R-120 MSY VOR to 1500; all within 20 mi of LFR or VOR respectively;
(7) when under positive radar contact climb to 1500** on crs as directed by ATC.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New Orleans, La.	Moisant Int'l 3'	ILS-IMSY, LOM-MS	1, Amdt 9 19 Jan 57 Comb. ILS-ADF	8 16 Apr 55

(Panel 1)(See Panel 2)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	

New Orleans, La Moisant Int'l (Continued from Panel 1)

** Radar control must provide 3 mi lateral separation or 1000' vertical separation from 623' and 563' radio towers 12 mi SE of airport and from 978' MSL TV tower 16 mi E of airport.
CAUTION: 409' WWL tower 2.3 mi of airport. 452' towers 3.4 mi S of MSY LFR or 4.3 mi SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New Orleans, La.	Moisant Int;1 3'	ILS-MSY, LOM-MS	1, Amdt 9 19 Jan 57 Comb. ILS-ADF	8 16 Apr 55

(Panel 2)

Langley LFR	LOM	Direct	1100	T-dn	300-1	300-1	200-½
Norfolk LFR	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
Bacons Castle Int	LOM	Direct	1100	S-dn-6 ILS	400-¾	400-¾	400-¾
Yorktown MHW	LOM	Direct	1300	ADF	400-1	400-1	400-1
Norfolk Radar NW quadrant of Langley LFR	Radar site	within 10 mi	1500	A-dn	800-2	800-2	800-2
All other quadrants	Radar site	15 mi	1500				
Langley Radar -all quadrants	Radar site	15 mi 30 mi	1500 3000				

Procedure turn W side SW crs, 244 Outbnd, 064 Inbnd, 1100' within 5 mi (nonstandard due to traffic)
Minimum altitude at glide slope int inbnd - 1100' ILS. Min. alt. inbnd final - 800' ADF.
Altitude of glide slope & distance to approach end of rny at OM - 965-2.7; no middle marker or LMM.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi after passing LOM (ADF), make a left climbing turn to 300 M and proceed to Charles City Int via SE crs Richmond, Va LFR at 1500'.
AIR CARRIER NOTE: 400-1 required when operating under the provisions of inoperative ILS components.
Major Changes: Includes Langley radar transition altitudes; revises missed approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Newport News, Va	Patrick Henry 41'	ILS-PHF, LOM-PH	1, Amdt 4 1 Feb 56 Comb. ILS-ADF	3 7 Jan 56

Scotland Int	OM (Final)	Direct	1000	T-dn	300-1	300-1	200-½
Colts Neck VOR via R-063	ILS SW crs	Direct	1400	C-dn	400-1	500-1	500-1½
Radar terminal area transitions				S-dn-4	200-½	200-½	200-½
	All directions	within 25 mi	2500	A-dn	600-2	600-2	600-2
	E of NE-SW crs of LGA-LFR	15 mi	1500				

Procedure turn S side SW crs ILS, 223 Outbnd, 043 Inbnd, 1200' within 10 mi of OM.
Minimum altitude at glide slope int inbnd, 1000'
Altitude of glide slope & distance to approach end of rny at OM - 770-2.4; at MM - 230-.5
Proceed to the Long Beach Int. Contact Idlewild approach control for further instructions.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 500' on NE crs ILS, make a climbing right turn to 1500' on 130°, intersecting SW crs Mitchel LFR.
Proceed to the Long Beach Int. Contact Idlewild approach control for further instructions.
CAUTION: Circling landing minimums do not provide std clrnc over arpt cont twr and stack 278' 1.7 mi SSE rny 1R.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	ILS-IDL OM-(LFR) IDL (Cont. dashes)	1,Amdt 11, 23 Feb 57	10 8 Dec 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Glen CoveMH	Elmont FM	Direct	1500	T-dn	300-1	300-1	200-½
Glen Cove MH	Elmont FM (Final)	Direct	1000				
Idlewild LFR	Elmont FM	Direct	1500				
Radar terminal area transitions				C-dn	400-1	500-1	500-1½
	All directions	within	2500	S-dn-22	400-1	400-1	400-1
		25 mi		A-dn	800-2	800-2	800-2
	E of NE-SW crs of LGA-LFR	15 mi	1500				

Procedure turn E side NE crs, 043 Outbnd, 223 Inbnd, 1500' within 10 mi. (nonstandard due to traffic)
Minimum Altitude over Elmont FM 1000
No glide slope; distance from Elmont FM 4.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4 mi of Elmont FM, climb to 1500' on SW crs ILS and proceed to the Scotland Rbn. Contact Idlewild approach control for further instructions.

CAUTION: The minimums on this procedure do not provide standard clearance over the following obstructions: 278' stack 1.7 mi SSE of Runway 4R, 165' airport control tower, 290' tank ½ mi SE of Elmont FM.

Major Changes: Missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
New York, N Y	International 12'	ILS-IDL, FM Elmont	2, Amdt 6 8 Dec 56	5	26 Feb 55

La Guardia LFR	LOM	direct	2500	T-dn	300-1	300-1	200-½
Glen Cove int	LOM	direct	2500	C-dn	500-1	600-1	600-1½
Ridgewood Int	LOM	direct	2500	*S-dn-4 ILS	400-¾	400-¾	400-¾
Flatbush MHW	LOM (Final)	direct	1500	ADF	500-1	500-1	500-1
Colts Neck VOR	Flatbush MHW	direct	1500	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*500-1 required with any component of the ILS inoperative.

Procedure turn S side SW crs, 224 Outbnd, 044 Inbnd, 1500' S of Flatbush MHW but within 10 mi of LOM
Minimum Altitude at G.S. int inbnd ILS 1500, minimum altitude over LOM inbnd final 1200 ADF
Altitude of G.S. and distance to appr end of rny at OM 1310-3.9, at MM 295-.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.9 mi of LOM, climb to 1500 on NE crs LGA ILS or LFR or (when directed by ATC) (2) climb to a higher altitude or (3) make a climbing right turn to 1500 and return to Flatbush FM. LaGuardia LFR must be monitored during ADF approach.

CAUTION: Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area.

Major Changes: Procedure turn S of Flatbush and alternate missed approaches added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
New York, N Y	LaGuardia 20'	ILS-LGA, LOM-LG,	1, Amdt 11 16 Jun 1956 Comb ILS-ADF	10	25 Jun 55

Port Chester Int	RWC MHW	direct	1500	T-dn	300-1	300-1	200-½
Ridgewood Int	RWC MHW	direct	1900	C-dn	500-1	600-1	600-1½
LaGuardia LFR	RWC MHW	direct	1500	S-dn-22 ILS	400-1	400-1	400-1
Port Chester FM	RWC MHW (Final)	direct	1000	ADF	500-1	500-1	500-1
Glen Cove Int	RWC MHW	direct	1500	A-dn-ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn W side NE crs, 044 Outbnd, 224 Inbnd, 1500 within 10 mi of New Rochelle MHW
No glide slope or markers. Final approach altitudes and distances to Runway 22 from RWC MHW 1000', 7.7 mi; from LGA LFR 800' 2.8 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.8 mi after passing LGA LFR, climb to 1500 on SW crs LGA ILS or LFR or (when directed by ATC) (2) climb to a higher altitude or (3) make a climbing left turn to 1500' return to RCW MHW, or (4) if unable to proceed from RWC MHW with 3 mi visibility and clear of all clouds make a climbing right turn to 1500' and return to RWC MHW holding pattern.

CAUTION: Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area.

Major Changes: Alternate missed approaches added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
New York, N Y	LaGuardia 20'	ILS-LGA, MHW-RWC	2, Amdt 5 16 Jun 1956 Comb. ILS-ADF	4	25 Jun 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Buffalo VOR	LOM	direct	2000	T-dn	300-1	300-1	*200-½
Wolcottsville FM	LOM	direct	1800**	C-dn	500-1	500-1	500-1½
Int ILS E crs & NE crs Buffalo	LOM	direct	1800**	S-dn-28R			
LFR				ILS	#300-¾	#300-¾	#300-¾
Buffalo LFR	LOM	direct	2000	ADF	400-1	400-1	400-1
Int SE crs Toronto LFR & E crs	LOM	direct	1800	A-dn			
ILS (or brng. 098° to LOM)				##ILS	600-2	600-2	600-2
Buffalo via R-346 VOR	E crs ILS	direct	2000**	ADF	800-2	800-2	800-2
Buffalo LFR via crs 008	E crs ILS	direct	2000**				

*300-1 required on runways 10R, 28L, 18 and 36.

**After interception of localizer crs inbnd, descent on G.S. to cross outer marker at 1755 is authorized.

#400-¾ required with G.S. inoperative.

##All installed components of the ILS must be operating, otherwise alternate minimums of 800-2 apply.

Procedure turn N side E crs, 098 Outbnd, 278 Inbnd, 1800' within 10 mi of LOM
Minimum altitude at G.S. int inbnd 1800 ILS, min alt. over LOM inbnd final 1300 ADF
Altitude of G.S. and distance to approach end of rny at OM 1755-4.5, at MM 805-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.5 miles after passing LOM (ADF), climb to 2000' on W crs ILS or brng. 278° from LOM within 10 miles
NOTE: Standard approach lighting not installed.
Major Changes: Identifies final transitions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Niagara Falls, N Y	Municipal 590'	ILS-IAG LOM-IA	1, Amdt 4, 18 Aug 1956 Comb. ILS-ADF	3 28 Jan 56

Norfolk, LFR	LOM	direct	1400	T-dn	300-1	300-1	200-½
Int SW crs ILS & S crs Langley	LOM	direct	1400	C-dn	400-1	500-1	500-1½
LFR				S-dn-4 ILS	200-½	200-½	200-½
Int SW crs Norfolk LFR and S	LOM (Final)	direct	900	ADF	400-1	400-1	400-1
crs Langley LFR (ADF)				A-dn-ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn S side SW crs, 225 Outbnd, 045 Inbnd, 1400 within 5 mi of LOM
Minimum Altitude at G.S. int inbnd 1400 ILS, minimum altitude over LOM inbnd final 900 ADF
Altitude of G.S. and distance to approach end of rny at OM 1050-3.6, at MM 220-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, turn right and climb to 1400' on SW crs of ILS, or on crs of 225 from LOM within 20 mi.
CAUTION: Maintain at least 700' until after passing Norfolk LFR due to 380' tower 1.5 mi SE of LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Norfolk, Va	Norfolk Airport 26'	ILS-ORK, LOM-OR	1, Amdt 4 8 Feb 1954 Comb. ILS-ADF	3 2 Feb 53

Fremont FMHW	Hayward MHW	Direct	2600	T-dn	300-1	300-1	200-½***
Oak LFR	Hayward MHW	Direct	3500	C-dn	500-1	600-1	600-1½
OAK VOR	Hayward MHW	Direct	3500	S-dn - 27R*	200-½	200-½	200-½
Baypoint FM*	Hayward MHW	Direct	6000	A-dn	600-2	600-2	600-2
Altamont Int*	Hayward MHW	Direct	5000				
Decoto Int	Hayward MHW	Direct	2600				
Sunol Int	Hayward MHW (Final)	Direct	5000##				
SFO LOM	Freemont MHW	Direct	4000				
SFO LFR	Freemont MHW	Direct	4000				
AGW VOR	Freemont MHW	Direct	3500				
Altamont Int	Freemont MHW	Direct	5000				
NUQ LFR	Freemont MHW	Direct	3500				

Radar vectoring to the localizer final approach crs will be in accordance with procedures approved for a surveillance approach.

***NOTE: 300-1 required for take-off on runway 33

* These transitions authorized day on top only, unless radar vectoring is utilized.

Descent on glide slope to cross Hayward MHW at 2590' is authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oakland, Calif	International 5'	ILS OAK	1, Amdt 11 26 Jan 57	10 8 Sept 56

(Panel 1) See Panel 2)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	

Procedure turn #S side E crs, 095 Outbnd, 275 Inbnd, 3500' within 10 mi of HWD MHW. Beyond 10 mi NA.
Procedure turn on OAK LFR, VOR,Bay Point FM, and Altamount intersection transitions only. Upon completion of procedure turn and transition to localizer crs inbnd, descent on glide slope to cross Hayward MHW at 2590' is authorized.
Minimum altitude at glide slope int inbnd 2600'
Altitude of glide slope and distance to approach end of runway at HWD MHW, 2590' - 8.2; at OM, 1320' - 4.1; at MM, 230'- 0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2000' on NW crs Oak LFR within 14 mi or to 2000' on R-310 Oak within 14 mi (Richmond Int) All maneuvering W of crs. Missed approaches must cross OAK LFR or VOR at not above 1500'. This procedure does not meet the obstruction clearance requirements for missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oakland,Calif	International 5'	ILS OAK	1, Amdt 11 26 Jan 57	10 8 Sept 56

(Panel 2)

Oklahoma City VOR	LOM	Direct	2400	T-dn	300-1	300-1	200-½
Oklahoma City LFR	LOM	Direct	2400	C-dn	400-1	500-1	500-1½
Bethany Int	LOM	Direct	2500	S-dn-35 ILS	200-½	200-½	200-½
Mustang FM	LOM	Direct	2400	ADF	400-1	400-1	400-1
Radar transition altitudes	OKC VOR & LFR	within 25 mi	NE quadrant 3800 SE quadrant 2700 SW quadrant 2800 NW quadrant 2800	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn E side of crs, 170 Outbnd, 350 Inbnd, 2500' within 10 mi.
Minimum altitude at glide slope int inbnd, 2500' ILS; over LOM inbnd final 1900' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 2500'-4.2; at MM - 1475-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi after passing LOM (ADF) climb to 3100 on N crs ILS 350) within 20 mi.
NOTE: 300-1 required on Runways 8-26.
Major Changes: Add radar Vector authority. Limit procedure turn altitude. Raise missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City,Okla	Will Rogers 1283'	ILS-IOKC, LOM-OK	1, Amdt 2 24 Sep 55 Comb. ILS-ADF	1 6 May 54

Omaha VOR via R-299	SE crs ILS	Direct	2700	T-dn	300-1	300-1	200-½##
Omaha LFR via crs 260	NW crs ILS	Direct	2500	C-d	500-1	500-1	500-1½
California FM via crs 170	NW crs ILS	Direct	2500	C-n	500-1½	500-1½	500-2
Int SE crs OMA LFR & NW crs ILS	LOM	Direct	2500	S-dn 14L# ILS	300-¾	300-¾	300-¾
Int W crs OMA LFR & NW crs ILS	LOM	Direct	2500	S-d ADF	400-1	400-1	400-1
				S-n ADF	400-1½	400-1½	400-1½
Omaha LFR	LOM	Direct	2500	A-dn ILS	600-2	600-2	600-2
Omaha VOR	LOM	Direct	2700	ADF	800-2	800-2	800-2

NOTE: After take-off climb to 2000' MSL prior to proceeding in a westerly direction.
400-¾ straight-in required when glide slope or approach lights inoperative.
300-1 take-off minimums required except on Runways 14L, 32R, 17L and 35R.
AIR CARRIER NOTE: Reduction in take-off minimums authorized on Runways 14L, 32R, 17L and 35 only.

Procedure turn W side NW crs, 315 Outbnd, 135 Inbnd, 2500' within 10 mi.
Minimum altitude at glide slope int inbnd - 2300' ILS. Min. alt. inbnd final - 1900' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 2300'-4.0; at MM- 1220'-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi after passing LOM (ADF), climb to 2700' on SE crs ILS (135) or when directed by ATC,
(1) climb to 2500' on the SE crs ILS (135) & proceed to & intercept E crs of OMA LFR at 2600'
(2) climb to 2500' on SE crs ILS (135) & intercept ADF crs of 090 from OMA LFR, within 20 mi.
(3) climb to 2700' on SE crs OMA LFR.
CAUTION: Bluff 1339' MSL 1 mi E of airport. TV towers 1739' MSL 4½ mi WNW & 1732' MSL 2½ mi SW; stack 1192' MSL 1.0 mi SSW of LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Omaha, Neb	Omaha 982'	ILS-OMA, LOM-OM	1, Amdt 6 21 Apr 56	5 28 Jan 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Ontario VOR	LOM	Direct	3200*	T-dr	300-1	300-1	200-½
Fontana FM	LOM	Direct	5000*	C-dn	600-1	600-1	600-1½
Riverside LFR	LOM	Direct	4000*	S-dnry25			
Downey RBN	LOM	Direct	3200#	ILS	300-¾	300-¾	300-¾
Riverside LFR	Int N crs RIV LFR & E crs ILS (or 255 brng to LOM)	Direct	5000%	ADF	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
Corona Int	ONT VOR	Direct	6700				

* must be on top with tops not above 7000' MSL for ADF approach.

must be on top with tops not above 7000' MSL for either ILS or ADF approach.

% with tops 5000' MSL or below, straight-in ILS or ADF, approach authorized from intersection N Crs RIV LFR and ILS E crs, or 255° brng to LOM

Procedure turn S side of crs, 075 Outbnd, 255 Inbnd, 3200' within 10 mi of LOM. Beyond 10 mi NA (Nonstandard due to terrain)

Minimum altitude at glide slope int inbnd - 2700' ILS. Min. alt. over LOM inbnd final - 2700' ADF.

Altitude of glide slope and distance to approach end of runway at OM - 2120-3.7; at MM - 1140-.4

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .

within 3.7 mi of LOM, climb to 4000' on W crs ILS (255) and hold in nonstandard 2 minute pattern E of intersection of NE crs LGB LFR and ILS W crs or 255° brng to LOM

CAUTION: High terrain N. SHUTTLE: to 4000' between LOM and intersection NE crs LGB & W crs of ILS, all turns S.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ontario, Calif	International 952'	ILS ONT LOM ON	1, Amdt 5 12 Nov 55 Comb. ILS-ADF	4 30 Jul 55

Orlando LFR	LOM	Direct	1300	T-dn	300-1	300-1	200-½
Oviedo FM	LOM	Direct	1300	C-dn	400-1	500-1	500-1½
Orlando VOR	LOM	Direct	1300	S-dn-31#ILS	300-¾	300-¾	300-¾
Int of SE crs ILS & SW crs ORL LFR	LOM	Direct	1300	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

400-¾ required when glide slope not utilized.

Procedure turn N side crs 130 Outbnd, 310 Inbnd, 1300 within 10 miles

Minimum Altitude at G.S. int inbnd, 1300 ILS, minimum altitude over LOM inbnd final 800 ADF

Altitude of G.S. and distance to approach end of rny at OM 1300-4.2, at MM 340-.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .

within 4.6 after passing LOM (ADF) climb to 1700 on NW crs ILS (310) within 20 mi.

NOTE: No approach lights.

Major Changes: Adds transition. Lowers ADF altitude over LOM. Revises missed approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Orlando, Fla	Orlando 115'	ILS-IORL, LOM-OR	1, Amdt 5 25 Dec 54 Comb ILS-ADF	4, 11 Feb 54

Pendleton VOR	LOM	Direct	4000	T-dn	300-1	300-1	200-½
Pendleton LFR	LOM	Direct	4000	C-dn	500-1	500-1	500-1½
Athena Intersection	LOM	Direct	4000	S-dnry25	300-¾	300-¾	300-¾
Cabbage Hill FM	LOM	Direct	4800	A-dn	600-2	600-2	600-2
Athena Int	Int S crs Walla Walla LFR & E crs Pendleton ILS	Direct	4500				
Int S crs Walla Walla LFR & E crs Pendleton ILS	LOM (Final)	Direct	*4500				

* Descent on glide to cross LOM at 2750 is authorized.

Procedure turn N side of crs 070 Outbnd, 250 Inbnd, 3000' within 5 mi. NA beyond 5 mi. CAUTION: Standard clearance not provided over 3800' terrain South of localizer.

Minimum altitude at glide slope int inbnd, 2800'

Altitude of glide slope and distance to approach end of runway at OM 2750-4.1; at MM 1725-0.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .

climb to 4000' on W crs of PDT LFR within 20 mi. Alternate missed approach (when requested by ATC) climb to 4000' on R-233 PDT within 20 mi.

NOTE: No approach lights installed. No straight-in approaches authorized with inoperative ILS components.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pendleton, Ore	Pendleton 1493'	ILS PDT	1, Amdt 1 22 Jan 55	Orig 23 Dec 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Pensacola VOR	LOM	direct	1700	T-dn	300-1	300-1	200-½
Pensacola LFR	LOM	direct	1200	C-dn	400-1	500-1	500-1½
Gonzalez VHF Int ILS	LOM (Final)	direct	1300	S-dn-17*ILS	300-¾	300-¾	300-¾
Gonzalez VHF Int ADF	LOM (Final)	direct	700	ADF	400-1	400-1	400-1
Gonzalez LF Int ILS	LOM (Final)	direct	1300	A-dn ILS	600-2	600-2	600-2
Gonzalez LF Int ADF	LOM (Final)	direct	700	ADF	800-2	800-2	800-2

*400-¾ required when glide path not utilized.

Procedure turn E side N crs, 343 Outbnd, 163 Inbnd, 1300 within 10 mi. Beyond 10 mi NA. (Non-standard due to control area limits)
Minimum altitude at G.S. int inbnd, 1300 ILS, minimum altitude over LOM inbnd final 700 ADF
Altitude of G.S. and distance to appr end of rny at OM 1266-3.8, at MM 329-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles of LOM (ADF) climb to 1200 on S crs ILS (163) within 10 mi.
NOTE: No approach lights
CAUTION: Warning area beyond 10 miles.
Major Changes: Revise transitions. Revise approach crs due variation. Revise missed approach distance.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pensacola, Fla	Municipal 121	ILS-IPNS, LOM-PN	1, Amdt 1 21 Jul 1956 Comb ILS -ADF	Orig 24 Sep 54

Pensacola VOR via R-100	Blanchard Int	direct	1700	T-dn	300-1	300-1	200-½
Gonzolez VHF Int	Blanchard Int	direct	1200	C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 163 Outbnd, 343 Inbnd, 1200 within 10 mi. Blanchard Int. Beyond 10 mi NA. due Danger Area.
No Glide Slope. Minimum Altitude over Blanchard Int 700, distance to appr end of rny at Blanchard Int to rny 35 343° 1.8 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.8 mi, turn right climb to 1200 on S crs of ILS within 10 mi.
NOTE: Blanchard Int, Int R-100 PNS & ILS S crs.
CAUTION: Danger area beyond 10 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pensacola, Fla	Municipal 121'	ILS IPNS	2, Orig 21 Jul 1956	None

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Boothwyn FM ILS	**LOM (Final)**	**direct**	**1500**	**T-dn**	**300-1**	**300-1**	**200-½**
Boothwyn FM ADF	**LOM (Final)**	**direct**	**1300**	**C-dn ILS**	**400-1***	**500-1**	**500-1½**
Philadelphia LFR	**LOM**	**direct**	**1500**	**ADF**	**500-1**	**500-1**	**500-1½**
Radar Terminal Area Transition	**Altitudes**			**S-dn-9 ILS***	**200-½**	**200-½**	**200-½**
N Quadrant of Philadelphia LFR	**Radar Site**	**within 20 mi**	**2300**	**ADF**	**500-1**	**500-1**	**500-1**
				A-dn ILS	**600-2**	**600-2**	**600-2**
N Quadrant of Philadelphia LFR	**Radar Site**	**within 10 mi**	**1800**	**ADF**	**800-2**	**800-2**	**800-2**
NW Quadrant of Philadelphia LFR	**Radar Site**	**within 20 mi**	**2000**				
NW Quadrant of Philadelphia LFR	**Radar Site**	**within 10 mi**	**1500**				
SW and SE Quadrants	**Radar Site**	**within 20 mi**	**1500**				

*500-1 required with glide slope inoperative.

Procedure turn S side W crs, 265 Outbnd, 085 Inbnd, 1800' within 10 miles of LOM. NA beyond 10 mi.
Minimum Altitude at G.S. int inbnd, 1500 ILS. Minimum Altitude over LOM inbnd final 1300 ADF
Altitude of G.S. and distance to appr end of rny at OM 1500'-4.6, at MM 230'-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 miles, after passing LOM (ADF), climb to 2500' on E crs of Philadelphia LFR to Mt. Holly Int.
Alternate missed approach procedure (when requested by ATC) make a right climbing turn, proceed to Elmer Int. at 1500'.
Major Changes: Revises procedure turn and ADF final approach altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Philadelphia, Pa	International 10'	ILS-PHL LOM-PH	1, Amdt 8 2 Apr 1955 Comb ILS&ADF	7 28 Feb 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Mt Holly Int via crs 237	E crs ILS	direct	1800	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-27	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn not authorized. Inbnd crs 265°.

No glide path or markers. Descend to 1300' after intercepting localizer crs. Descend to landing minimums after passing 5 mile fix as determined by surveillance radar.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5 miles of surveillance fix, climb to 1800' on W crs ILS within 10 miles of LOM.

NOTE: Alternate missed approach (when directed by ATCO make a climbing left turn and proceed to Elmer Int. at 1500'.

CAUTION: 253' crane on localizer crs 2.5 miles E of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Philadelphia, Pa	International 10'	ILS PHL	2, Orig 16 Sep 1955	None

Pittsburgh LFR	McKeesport MHW	direct	2600	T-dn	300-1	300-1	200-½
Mt. Pleasant LF Int	McKeesport MHW	direct	2600	C-dn	500-1	500-1	500-1½
Scottdale Int	McKeesport MHW	direct	2600	S-dn-27			
New Alexandria	McKeesport MHW	direct	2600	#ILS	300-¾	300-¾	300-¾
Latrobe Int	McKeesport MHW	direct	2600	ADF	400-1	500-1	500-1
Butler MHW	McKeesport MHW	direct	2900	A-dn-ILS*	600-2	600-2	*600-2
River MHW	McKeesport MHW	direct	3000	ADF	800-2	800-2	800-2
Pittsburgh VOR	McKeesport MHW	direct	2600				
Cecil MHW	McKeesport MHW	direct	2600				
McKeesport MHW	ILS OM (Final)	direct	2600				
Radar Transition Altitudes (Using Greater Pittsburgh radar)	Radar Site	within 35 mi of Greater Pittsburgh Airport within 35 or 3000 MEA when lower.					

#Approach lights not commissioned.

*All installed components of the ILS must be operating, otherwise alternate minimums of 800-2 apply.

Procedure turn S side of crs, 095 Outbnd, 275 Inbnd, 2600' within 10 miles (Non-standard due to traffic)

Minimum Altitude at G.S. int. inbnd, 2600 ILS. Minimum Altitude over McKeesport MHW 2600 ADF.

Altitude of G.S. and distance to appr end of rny at OM 2510-4.2 from MKP 5.5; at MM 1460-.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.5 miles, after passing McKeesport MHW, climb to 2500' proceeding to Cecil MHW.

NOTE: ILS - Intercept glide slope at 3000' over McKeesport MHW or 2600' between McKeesport MHW and the ILS OM.

Major Changes: Transition altitude from River MHW revised. Adds radar transition.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pittsburgh Pa	Allegheny County 1252'	ILS-AGC, MHW-MKP	1, Amdt 7 4 Feb 56 Comb. ILS-ADF	6 7 Jan 56

New Alexandria MHW	River MHW	direct	3000	T-dn	300-1	300-1	200-½
Butler MHW	River MHW	direct	3000	C-dn	500-1	500-1	500-1½
McKeesport	River MHW	direct	3000	S-dn-28*ILS	200-½	200-½	200-½
Pittsburgh LFR	River MHW	direct	3000	ADF	400-1	400-1	400-1
Pittsburgh VOR	River MHW	direct	3000				
Cecil MHW	River MHW	direct	3000	A-dn ILS	600-2	600-2	600-2
Clinton MHW	River MHW	direct	3000	ADF	800-2	800-2	800-2
Radar Terminal Area Transition Altitudes	Radar Site	all sectors within					
		10 mi	2500				
		10-40 mi	3000 or MEA when lower				

*400-¾ required with glide slope inoperative.

Procedure turn N side E crs, 097 Oubnd, 277 Inbnd, 3000' within 10 miles of River MHW. Not authorized beyond 10 miles.

Minimum Altitude at G.S. int inbnd 3000 ILS, minimum altitude over River MHW inbnd final 2500 ADF

Altitude of G.S. and distance to appr end of rny at OM River MHW 3000-5.6, at MM Parkway MHW 1390-.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 5.6 miles after passing River MHW (ADF), climb to 3000' on W crs ILS or 277° crs to Clinton MHW.

NOTE: Center line modified type B approach lighting

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pittsburgh, Pa	Greater Pittsburgh 1168'	ILS-GPB, MHW-RER	1, Orig 11 Jun 195 Comb. ILS-ADF	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Bergholz MHW	Clinton MHW	direct	2500	T-dn	300-1	300-1	200-½
River MHW	Clinton MHW	direct	2500	C-dn	500-1	500-1	500-1½
Pittsburgh LFR	Clinton MHW	direct	2500	S-dn-10 ILS	400-1	400-1	400-1
Columbiana INT	Clinton MHW	direct	2500	ADF	500-1	500-1	500-1
Wheeling VOR	Clinton MHW	direct	2700	A-dn	800-2	800-2	800-2
Butler MHW	Clinton MHW	direct	2500				
Cecil MHW	Clinton MHW	direct	2500				
Radar Terminal Area Transition Altitudes	Radar Site	all sectors within					
		10 mi	2500				
		10-40 mi	3000				
		or MEA when lower					

Procedure turn S side W crs, 277 Oubnd, 097 Inbnd, 2500 within 10 miles of Clinton MHW
No glide slope, no outer marker, no middle marker, minimum altitude over Clinton MHW inbnd 2000', Distance and bearing to Runway 10, 4.0, 097°.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles, after passing Clinton MHW, climb to 3000' on E crs of ILS or 097° crs to River MHW

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pittsburgh, Pa	Greater Pittsburgh 1168'	ILS-GPB, MHW-GHW	2, Orig 11 Jun 1955 Comb ILS-ADF	None

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PIH VOR	LOM	Direct	7000	T-dn	300-1	300-1	200-½
PIH LFR	LOM	Direct	7000	C-d	500-1	600-1	600-1½
Int NE crs ILS & brng 207 to LOM or SW crs IDA LFR	LOM	Direct	7000	C-n	500-2	600-2	600-2
				S-dnry 21			
				ILS	300-¾	300-¾	300-¾
				ADF	500-1	600-1	600-1½
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn N side of NE crs, 027 Outbnd, 207 Inbnd, 7000' within 10 mi of PIH-LOM. NA beyond 10 mi.
Minimum altitude at glide slope int inbnd, 7000' ILS. Min. alt over LOM inbnd final - 6300' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 5610'-3.7; at MM - 4660'-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi of LOM (ADF) climb to 6500' on W crs PIH-LFR or on R-234 PIH within 20 mi. Alternate missed approach when directed by ATC: turn right and climb to 7500' on N crs of PIH-LFR or on R-335 PIH within 20 mi.
CAUTION: High terrain SE through SW of airport.
Major Changes: Revise take-off and landing minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pocatello, Idaho	Phillips Field 4448'	ILS-PIH, LOM-PI	1, Amdt 1 10 Dec 55 Comb. ILS-ADF	Orig 20 Dec 53

Woodland FM	SVY	Direct	3000	T-dn *	300-1	300-1	200-½
La Center FM	SVY	Direct	3000	C-d	600-1	600-1	600-1½
PDX VOR	SVY	Direct	3000	C-n	600-1	700-1	700-1½
PDX LFR	SVY	Direct	3000	S-dnry 10			
Willamette FM	SVY	Direct	3000	ILS	200-½	200-½	200-½
UBG VOR	SVY	Direct	3000	ADF	600-1	600-1	600-1
				A-d ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
				A-n ILS	600-2	700-2	700-2
				ADF	800-2	800-2	800-2

All fixes within 25 mi may be determined by surveillance radar.
* 300-1 required on runways 7-25, 11, 2-20.
Procedure turn S side of crs, 278 Outbnd, 098 Inbnd, 3000' within 10 mi of SVY-RBN. NA beyond 10 mi.
Minimum Altitude at G.S. int inbnd, 3000, minimum altitude over OM inbnd final 1600 ADF**
** If OM not received visually and aurally, maintain 1600' to LMM, then climb to 3000' on S crs of PDX - range within 10 mi of LFR.
Altitude of G.S. and distance to approach end of rny at OM 1370-3.9, at MM 280-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, after passing LMM (ADF) climb to 1500' on crs of 098 within 10 mi of LMM; thence make climbing right turn to a heading of 230 proceeding to S crs of PDX-LFR at 3000' or proceed to R-175 PDX at 3000' within 15 mi of VOR. Alternate missed approach when directed by ATC: climb to 1500' on SE crs ILS within 10 mi of LMM, making climbing left turn, proceed direct to PDX-LFR or to PDX-VOR at 3000'

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Portland, Ore	International 23'	ILS PDX RBN SVY	1, Amdt 6 29 Oct 55 Comb ILS & ADF	5 23 Jul 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS				
From	To	Course and Distance	Minimum Altitude	Condition		Two Engine or Less		More Than Two Engine, More Than 65 Knots
						65 Knots or Less	More Than 65 Knots	
Providence LFR	LOM	direct	1600	T-dn		300-1	300-1	200-½
Wyoming Int via crs 086	ILS SW crs	direct	1600*	C-dn	ILS	**400-1	500-1	500-1½
Moosup Int	LOM	direct	1600		ADF	500-1	500-1	500-1½
Wyoming FM (ILS)	LOM	direct	1600*	S-dn-5R	ILS	**300-¾	**300-¾	**300-¾
Lafayette Int ILS	LOM	direct	1600*		ADF	500-1	500-1	500-1
Lafayette Int ADF	LOM (Final)	direct	1100	A-dn	ILS	600-2	600-2	600-2
Wyoming FM ADF	LOM (Final)	direct	1100		ADF	800-2	800-2	800-2

*After interception of localizer crs inbnd, final approach on glide slope is authorized.
**500-1 required with glide slope inoperative.

Minimum altitude at G.S. int inbnd 1600 ILS, minimum altitude over LOM inbnd final 1100 ADF
Altitude of G.S. and distance to appr end of rny at OM 1610-5.4; at MM 240-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 mi ADF, climb to 1000' on crs 046 then make a climbing right turn and return to Providence LFR at 1700'. Alternate missed approach (when directed by ATC) climb to 2700 on SW crs Squantum LFR.
NOTE: Procedure turn is conducted W to provide separation from traffic at Quonset Point NAS.
Major Changes: Transitions revised to permit final approaches.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Providence, R.I.	Green Airport 56'	ILS-PVD, LOM-PV	1, Amdt 2 4 Aug 1956 Comb ILS-ADF	1 1 Apr 54

Quincy VOR	LOM	Direct	1800	T-dn		300-1	300-1	200-½
				C-dn		400-1	500-1	500-1½
				S-dn 3	ILS	300-¾	300-¾	300-¾
					ADF	400-1	400-1	400-1

Procedure turn S side of SW crs, 214 Outbnd, 034 Inbnd, 1900 within 10 mi.
Minimum altitude at glide slope int inbnd 1800' ILS. Min. alt over LOM inbnd final 1300' ADF
Altitude of glide slope and distance to approach end of runway at OM - 1830-3.8; at MM - 952-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi of LOM (ADF), climb to 1900' on NE crs ILS (034) within 20 mi.
NOTE: No approach lights.
CAUTION: 1560' MSL radio tower located approximately 6.0 mi WNW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Quincy, Ill	Quincy Baldwin 769'	ILS-UIN, LMM-IN	1, Amdt 1 10 Jun 54 Comb. ILS-ADF	Orig 7 Jan 53

Raleigh LFR	LOM	direct	2000	T-dn		300-1	300-1	200-½
Raleigh VOR	LOM	direct	2000	C-dn		400-1	500-1	500-1½
Int NW crs RDU LFR & NE crs RDU ILS	LOM	direct	2000	S-dn-5	ILS*	200-½	200-½	200-½
					ADF	400-1	400-1	400-1
Apex Int	LOM (Final) ILS	direct	1600	A-dn	ILS	600-2#	600-2#	600-2#
Apex Int	LOM (Final) ADF	direct	1000		ADF	800-2	800-2	800-2

*400-¾ required when glide slope not utilized.
#All installed components of the ILS must be operating otherwise alternate minima of 800-2 apply.

Procedure turn N side of SW crs, 229 Outbnd, 049 Inbnd, 1700 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 1600 ILS, minimum altitude over LOM inbnd final, 1000 ADF
Altitude of G.S. and distance to approach end of rny at OM 1565-3.8, at MM 640-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles after passing LOM (ADF) climb to 1800 on NE Crs LFR or R-033 RDU within 15 miles. When directed by ATC turn left climb to 2000 on NW crs LFR or R-313 RDU.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Raleigh, N C	Raleigh-Durham 435'	ILS-IRDU, LOM-RD	1, 1 5 Jan 57 Comb ILS & ADF	Orig 25 Feb 1956

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Int SW crs Allentown LFR & N crs ILS or 181 crs to LOM	LOM	direct	2500	*T-dn	300-1	300-1	200-½
				C-dn ILS	600-2	800-2	800-2
				ADF	1000-2	1000-2	1000-2
				S-dn-36 ILS	400-1	400-1	400-1
				ADF	1000-2	1000-2	1000-2
				A-dn	1000-2	1000-2	1000-2

*Take-off on Runways 18 and 13, make right turn as soon as practical to avoid towers 1510 and high terrain 3.0 miles SE.

Procedure turn E side S crs, 181 Outbnd, 001 Inbnd, 2100 within 10 N miles
Minimum Altitude at G.S. int inbnd 2100 ILS, minimum altitude over LOM inbnd final 1600 ADF
Altitude of G.S. and distance to appr end of rny at OM 1540-4.3, at MM 535-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
4.3 miles after passing LOM (ADF), climb to 2500 on crs 001 from LOM within 10 miles.
AIR CARRIER NOTE: Neither sliding scale nor any reduction in take-off minimums authorized on runways 31 or 36.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Reading, Pa	General Spaatz 343'	ILS-RDG, LOM-RD	1, Amdt 3 2 Apr 1954 Comb. ILS-ADF	2	1 Apr 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Flat Rock VOR via R-120	ILS SW crs	direct	1500#	T-dn	300-1	300-1	200-½
Flat Rock VOR	ILS LOM	direct	2000	C-dn	400-1	500-1	500-1½
Richmond LFR	ILS LOM	direct	1500	S-dn-6 ILS	*200-½	*200-½	*200-½
Int N crs Richmond LFR & SW crs ILS	ILS LOM	direct	1500	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
Chester FM via crs 340	ILS SW crs	direct	1500#	ADF	800-2	800-2	800-2
Manakin Rbn	ILS LOM	direct	2000				
Chester FM	ILS LOM	direct	1500				

#After interception of localizer crs inbnd, descent on glide slope to cross outer marker at 1370' is authorized.
*400-¾ required with glide slope inoperative.

Procedure turn W side SW crs, 243 Outbnd, 063 Inbnd, 1500 within 10 mi. (Non-standard to avoid obstructions)
Minimum Altitude at G.S. int inbnd 1500 ILS, minimum altitude over LOM inbnd final 900 ADF
Altitude of G.S. and distance to appr end of rny at OM 1370-3.8; at MM 370-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi, after passing LOM (ADF), climb to 1500' on crs of 063° within 10 mi of LOM; Alternate procedure (when directed by ATC) make a left climbing turn to 1500' on N crs Richmond LFR within 10 mi.
Major Changes: Final transitions identified.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Richmond, Va	Byrd Field 167'	ILS-RIC, LOM-RI	1, Amdt 7 18 Aug 1956 Comb ILS-ADF	6	6 Aug 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Rochester, LFR	LOM	direct	2000	T-dn ILS	300-¾	300-¾	200-½
Rochester VOR	LOM	direct	2000	ADF	300-1	300-1	200-½
Rush Int	LOM	direct	2000	C-dn	500-1	600-1	600-1½
Farmington Int	LOM	direct	2000	*S-dn-28 ILS	300-¾	300-¾	300-¾
Farmington Int via crs 333	ILS E crs (Final)	direct	2000	A-dn #ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*Circling minimums applicable for ADF approach or with glide slope inoperative.
#All installed components of the ILS must be operating otherwise alternate minimums of 800-2 apply

Procedure turn N side E crs, 097 Outbnd, 277 Inbnd, 2000 within 10 mi of LOM
Minimum Altitude at G.S. int inbnd 2000 ILS, minimum altitude over LOM inbnd final 1500 ADF
Altitude of G.S. and distance to appr end of rny at OM 2000-4.5; at MM 780-0.6**
**Minimum Altitude 1300 over LMM with glide slope inoperative or when conducting ADF approach.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.5 miles after passing LOM, climb to 2000 on W crs of Rochester LFR.
NOTE: Glide slope provides approximately 183' clearance over smoke spire 756' MSL located 3.2 mi W of the LOM.
AIR CARRIER NOTE: Take-off on Runway 12 and landing on Runway 30 not authorized.
Major Changes: Middle and outer marker altitudes revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Rochester, N Y	Monroe County 558'	ILS-ROC, LOM-RO, LMM-OC	1, Amdt 5 17 Nov 1956 Comb ILS-ADF	4	18 Aug 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
RKS LFR	Outer marker	Direct	9200	*T-dn #	300-1	300-1	200-½
Int E crs RKS-ILS W crs RKS LFR	Outer marker	Direct	9200	C-d	400-1	500-1	500-1½
Point of Rocks FM via crs 235	E crs ILS	Direct	9200	C-n	400-2	500-2	500-2
RKS-VOR via R-062	E crs ILS	Direct	9200	*S ry 25 d	300-¾	300-¾	300-¾
				n	300-¾	300-¾	300-¾
				%A-dn	600-2	600-2	600-2

NOTES: * Provisions of inoperative ILS components not applicable; take-off minimums of 300-1 and circling minimums apply when approach lights or glide slope inoperative.
300-1 required for night take-off on all runways except 7-25.
% 800-2 required if any regular component of the ILS is inoperative.

Procedure turn N side E crs, 074 Outbnd, 254 Inbnd, 9200 within 10 mi of Outer Marker
Minimum Altitude at G.S. int inbnd, 8700
Altitude of G.S. and distance to approach end of rny at OM 7850-3.9, at MM 6950-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 10,000' on W crs of RKS-LFR.
AIR CARRIER NOTE: Sliding scale not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Rock Springs, Wyo	Municipal 6752'	ILS RKS	1, Amdt 8 24 Nov 56	7 18 Jan 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
SAC LFR	LOM	Direct	1200	T-dn	300-1	300-1	200-½
SAC VOR	LOM	Direct	1200	C-dn	500-1	600-1	600-1½
Travis LFR	LOM	Direct	1200	S-dnry2*ILS	300-¾	300-¾	300-¾
Clarksburg FM	LOM	Direct	1200	*ADF	400-1	500-1	500-1
Galt Int	LOM	Direct	1200	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Special note: * If glide path is inoperative, 400-1 required and descent below 500' MSL (both ADF and ILS) not authorized until past SAC LFR inbnd on final.

Procedure turn S side of crs, 196 Outbnd, 016 Inbnd, 1200' within 6 miles. (NA beyond Clarksburg FM)
Minimum Altitude at G.S. int inbnd, 1200
Altitude of G.S. and distance to approach end of rny at OM 1169-4.0, at MM 213-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi after passing LOM (ADF) climb to 2500' on NE crs of SAC LFR or on R-023 SAC within 20 mi.
Alternate missed approach when directed by ATC: within 4.0 mi after passing LOM (ADF) turn left and climb to 2000' on NW crs of SAC LFR or on R-310 SAC within 20 mi.
NOTE: No approach lights.
CAUTION: 223 MSL transmission lines on localizer crs between LOM and LMM.
Major Changes: Revise notes; establish alternate missed approach procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sacramento, Calif	Municipal 21'	ILS SAC LOM SA	1, Amdt 4 7 Jan 56 Comb. ILS-ADF	3 17 May 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
McClellan RBN	N Sacramento Int	Direct	1500	T-dn	300-1	300-1	200-½
Roseville VHF Int	N Sacramento Int	Direct	1500	C-dn	700-1	700-1	700-1½
Roseville LF Int	N Sacramento Int	Direct	1500	A-dn	800-2	800-2	800-2

No procedure turn; transitions authorized are for straight-in approaches from the N or NE only. Final approach crs inbnd from N Sacramento Int 196
No glide slope or markers. Alt. over N Sacramento Int 1500' distance 6.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.2 mi of the N Sacramento Int, climb to 1200' and hold at the LOM in a one minute pattern.
Major Changes: Intersections and changes transitions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sacramento, Calif	Sacramento 21'	ILS SAC	2, Amdt 2 23 May 56	1 7 Dec 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
St Joseph VOR	LOM	Direct	2300	T-dn	300-1	300-1	200-½
				C-d	500-1	700-1	700-1½
				C-n	500-1½	700-1½	700-1½
				S-dn35 #ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	700-2	700-2
				ADF	800-2	800-2	800-2

Straight-in ILS minimums authorized under provisions of inoperative ILS components are applicable, except 400-1 required with glide slope inoperative.

Procedure turn E side S crs, 172 Outbnd, 352 Inbnd, 2300' within 10 mi (NA beyond 10 mi)
Minimum Altitude at glide slope int inbnd, 2300' ILS. Min. alt. inbnd final 1800' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 2261-5.3; at MM - 1066-0.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 mi (ADF) climb to 2400' on N crs ILS (352)within 20 mi.
NOTE: Take-off minimums no lower than 300-1 authorized on runway 31.
CAUTION: 400' bluffs W, NW and E of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
St Joseph, Mo	Rosecrans Memorial 822'	ILS-STJ, LOM-ST	1, Amdt 10 27 Aug 55 Comb. ILS-ADF	9 5 Mar 55

St Louis VOR	LOM	Direct	1800	T-dn	300-1	300-1	200-½
St Louis LFR via crs 035	ILS NE crs	Direct	1800	C-dn	500-1	500-1	500-1½
Jerseyville Int	LOM	Direct	2000	S-dn 24 ILS	200-½	200-½	200-½
Woodriver Int via crs 285	ILS NE crs	Direct	1800	ADF	400-1	400-1	400-1
Lake "H"	LOM	Direct	2000	A-dn ILS	600-2	600-2	600-2
Cora Int	LOM (Final)	Direct	1800	ADF	800-2	800-2	800-2
Academy Int	LOM	Direct	1800				

Procedure turn N side NE crs, 058 Outbnd, 238 Inbnd, 1900' within 10 mi.
Minimum altitude at glide slope int inbnd - 1800' ILS. Min. alt over Lom inbnd final - 1300' ADF.#
CAUTION: # Tank 773' MSL 0.4 mi E of range station. Do not descend below 1100' until passing abeam range station.
Altitude of glide slope and distance to approach end of runway at OM - 1782-4.3; at MM - 748-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi, after passing LOM (ADF) climb to 2000' on SW crs of ILS (238) within 20 mi.
Major Changes: Transitions and missed approach revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
St Louis, Mo	Lambert Field 558'	ILS-STL, LOM-ST	1, Amdt 14 14 Apr 56 Comb. ILS-ADF	13 2 Jan 54

St Louis LFR	Lake "H"	Direct	2000	T-dn	300-1	300-1	200-½
St Louis VOR	Lake "H"	Direct	2000	C-dn	500-1	500-1	500-1½
St Louis LOM	Lake "H"	Direct	2000	S-dn 6	500-1	500-1	500-1
St Peters FM	Lake "H"	Direct	2000	A-dn	800-2	800-2	800-2
Int S crs STL-LFR & 315 brg on on Lake "H"	Lake "H"	Direct	2100				
Beaufort Int via SW crs ILS#	Lake "H"	Direct	3000				
Howell Int via crs 092	SW crs ILS	Direct	2200				

Holding not authorized at Beaufort Int.

Procedure turn S side SW crs, 238 Outbnd, 058 Inbnd, 2100' within 10 mi of Lake "H"
No glide slope or markers. Alt. over Lake "H" 1500'. Distance from Lake"H" to Runway 6 3.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi, climb to 1800' on NE crs ILS (058) within 20 mi of Lake "H" or when directed by ATC:

(1) Climb to 2100' on S crs STL-LFR within 20 mi
(2) Climb to 2000' on crs of 312 to STL-VOR.
(3) Make left turn climb to 2000' on 238 crs to Lake "H".

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
St Louis, Mo	Lambert Field 558'	ILS-STL MHW-LAQ	2, Amdt 3 14 Apr 56	2 2 Jan 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Newberg VOR	LOM	Direct	4000	T-dn	300-1	300-1	200-½
Int R-183 UBG VOR brng 092 to Salem LOM	LOM	Direct	3000	C-dn	800-1	800-1	800-1½
				#S-dn-31			
				ILS	300-¾	300-¾	300-¾
				ADF	800-1	800-1	800-1½
				A-dn	800-2	800-2	800-2

#500-1 required with any component of the ILS inoperative.

Procedure turn S side of SE crs, 129 Outbnd, 309 Inbnd, 2500' within 10 mi. NA beyond 10 mi (nonstandard due to terrain)
Minimum altitude at glide slope int inbnd, 2200' - Min. alt. over LOM inbnd final 1700' ADF
Altitude of glide slope and distance to approach end of runway at OM - 1520-4.0; at MM - 470-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, after passing LOM (ADF) make climbing right turn, climb to 2500' on SE crs of ILS (129) within 10 mi of LOM all turns on S side.
CAUTION: 688' MSL terrain located 3½ mi S of airport.
Major Changes: Establish ceiling minimum when glide slope inoperative. Delete transitions from Portland and Eugene LFR and VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Salem, Ore	McNary Field 207' (Municipal)	ILS-ISLE, LOM-SL	1, Amdt 2 5 Feb 55 Comb. ILS-ADF	1 28 Oct 53

Salt Lake City LFR	LOM	Direct	6100	#T-dn	300-1	300-1	200-½
Salt Lake City VOR	LOM	Direct	6100	C-dn	500-1	600-1	600-1½
Utah Lake VOR via R-008	ILS S crs	Direct	11,000*	S-dnry 34L	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

* Start descent at glide slope int., glide slope must be operative for this transition.
# 500-2 required for take-off Runway 7.

Procedure turn E or W side of S crs, 158 Outbnd, 338 Inbnd, 6100' within 5 mi of LOM. Beyond 5 mi NA. 80 reversal recommended for procedure turn.
Minimum altitude at glide slope int inbnd, 6100'
Altitude of glide slope and distance to approach end of runway at OM - 6028'-5.5; at Riverton FM, 9340-15; at MM - 4457-0.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to cross W crs SLC LFR not above 6500', then climb to 8000 on W crs SLC LFR to Stansbury intersection, then to 9000' on crs of 336 to promontory point Rbn. Alternate missed approach when directed by ATC cross W crs SLC LFR or SLC VOR not above, 6500' then climb to 11,000' on W crs SLC LFR or on R-248 SLC
CAUTION: Terrain 11, 253' MSL approximately 8 mi E of localizer crs at Riverton FM.
Major Changes: Lower straight-in minimums - high intensity approach lights commissioned.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Salt Lake City, Utah	Salt Lake City 1,4222'	ILS SLC	1, Amdt 12 7 Jul 56	11 28 Apr 56

San Antonio VOR	LOM	direct	2200	T-dn	300-1	300-1	200-½
San Antonio LFR via crs 174	ILS SW crs	direct	2200	C-dn	400-1	500-1	500-1½
Wetmore Int	LOM	direct	2200	S-dn-3# ILS	200-½	200-½	200-½
San Antonio LFR	LOM	direct	2200	ADF	400-1	400-1	400-1
Medina Int	LOM	direct	2700	A-dn ILS	600-2	600-2	600-2
Losoya Int	LOM	direct	2200	ADF	800-2	800-2	800-2
Int SW crs ILS and SE crs Kelly LFR ILS	LOM (Final)	direct	2100				
Int SW crs ILS and SE crs Kelly ADF	LOM (Final)	direct	2000				
Kelly LFR ILS via crs 060	ILS SW crs (Final)	direct	2100				

#NOTE: 400-¾ required when glide slope not utilized.

Procedure turn W side SW crs, 211 Outbnd, 031 Inbnd, 2200 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 2100 ILS, minimum altitude over LOM inbnd final 2000 ADF
Altitude of G.S. and distance to approach end of rny at OM 2050-3.8, at MM 1000-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles, after passing LOM (ADF) climb to 2500 on NE crs ILS (031) within 20 miles, or when directed by ATC turn left climb to 2500 on N crs LFR within 20 miles.
Major Changes: Kelly LFR Final added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Antonio, Texas	International 800'	ILS-ISAT, LOM-SA	1, Amdt 12 31 Mar 1956 Comb ILS & ADF	11 31 Dec 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
San Antonio VOR via R-143	Wetmore Int	direct	2400	T-dn	300-1	300-1	200-½
San Antonio LFR via crs 084	Wetmore Int	direct	2400	C-dn-	400-1	500-1	500-1½
Bulverde Int via crs 143	NE crs ILS	direct	2500	S-dn-21	400-1	400-1	400-1
Bracken Int	Wetmore Int (Final)	direct	1800	A-dn	800-2	800-2	800-2

Procedure turn W side NE crs, 031 Outbnd, 211 Inbnd, 2400 within 10 mi of Wetmore Int. Beyond 10 mi NA.
Minimum altitude over Wetmore Int 1800
No Glide slope, no outer marker, distance Wetmore int to rny 21, 3.1 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.1 mi after passing Wetmore Int, climb to 2200 on S crs SAT LFR or R-174 SAT within 20 miles
Major Changes: Wetmore Int named transition added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Antonio, Texas	International 800'	ILS-ISAT, NE crs ILS	2, Amdt 4 10 Mar 1956	3 29 Jan 55

SFO LFR via SE crs SFO LFR	*Belmont Int	Direct	1700	T-dn #	300-1	300-1	200-½
VSF VOR	LOM	Direct	1700	C-dn	500-1	600-1	600-1½
Moffett LFR	LOM	Direct	1700	S-dn 28R			
Fremont FMHW	LOM	Direct	1700	ILS	200-½	200-½	200-½
OAK LFR - ILS	LOM	Direct	2000	S-dn 28L-R			
OAK LFR - ADF	LOM	Direct	3000	ADF	400-1	400-1	400-1
OAK VOR - ILS	LOM	Direct	2000	A-dn ILS	600-2	600-2	600-2
OAK VOR - ADF	LOM	Direct	3000	ADF	800-2	800-2	800-2
Half Moon Bay Int	LOM	Direct	3000				
Woodside Int	LOM	Direct	1700				

Radar vectoring to final approach localizer crs authorized in accordance with procedures approved for surveillance approach.
* After passing through Belmont int, make left turn of approximately 180 to intercept localizer crs inbnd SE of LOM.
# 300-1 required for take-off on Runway 19L-R.
No procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with and within the confines of the SFO LOM holding pattern. (one min left turns, 2000' min. alt.) final approach crs, 101 Outbnd, 281 Inbnd.
Minimum altitude at glide slope int inbnd, 1700'; Minimum Altitude over LOM inbnd final, 1700' ADF.
Altitude of glide slope and distance to approach end of runway at OM 1660'-5.5; over LOM 1660' ADF; at MM - 230-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5 mi after passing LOM (ADF) climb to 3000' on NW crs of SFO LFR or on 285 track from LOM within 20 mi.
CAUTION: Circling minimums do not provide standard clearance over high terrain SW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Francisco, Calif	International 11'	ILS SFO LOM SF	1, Amdt10 26 Jan 57 Comb. ILS-ADF	9 8 Sep 56

SBA LFR	ILS W crs	Direct	4000	T-dn #	300-1	300-1	300-¾
SBA VOR	LMM	Direct	5000	C-dn	700-2	700-2	700-2
El Capitan FM	ILS W crs	Direct	2500**	S-dn ry 7##	300-¾	300-¾	300-¾
				A-dn	800-2	800-2	800-2

500-1 required with glide slope inoperative.
300-1 required on runways 3 L-R, 7 and 33 L-R.
** Straight-in approach authorized from El Capitan FM provided aircraft is on top, with tops not above 1500' MSL.

Procedure turn S side W crs, 253 Outbnd, 073 Inbnd, *2000' within 8 mi of SBA LFR.
Minimum altitude at glide slope int inbnd *2000' (7 mi W of LFR)
* CAUTION: Procedure does not meet standard obstruction clearance requirements for procedure turn and final approach; 1500' terrain within 3.5 mi N of localizer crs; 3000' terrain 5 mi N of LMM; 334' radio antenna .9 mi ESE airport; all maneuvering must be accomplished on S side of localizer crs.
No outer marker; altitude over El Capitan FM 2674-10.0; altitude over Santa Barbara LFR 500-1.7; altitude over El Capitan 2674, distance 10.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb straight ahead to 800', make climbing right turn and climb to 4000' on track of 165 from SBA LMM within 15 mi, or on S crs of SBA LFR within 15 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Santa Barbara, Calif.	Municipal 14'	ILS SBA	1, Amdt 4 10 Nov 56	3 4 Aug 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Savannah LFR	LOM	direct	1300	T-dn	300-1	300-1	200-½
NE crs SAV-LFR & E crs ILS	LOM	direct	1500	C-dn	400-1	500-1	500-1½
Savannah VOR	LOM	direct	1300	S-dn-9 ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn N side crs, 271 Outbnd, 091 Inbnd, 1500 within 10 miles, Beyond 10 mi NA. (Non-standard due to danger area).

Minimum Altitude at G.S. int inbnd 1500 ILS, minimum altitude over LOM inbnd final, 900 ADF

Altitude of G.S. and distance to appr end of rny at OM 1450-4.8, at MM 237-0.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 miles after passing LOM (ADF) make immediate left turn climb to 1400 on NW crs LFR (321) or on R-300 SAV within 20 miles.

AIR CARRIER NOTE: 200-½ authorized provided the available runway length exceeds by 3000 feet the landing distance required by the aircraft performance operating limitations of the CAR's and high intensity runway lights are operative on the entire length of the runway.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Savannah, Ga	Travis Field 50'	ILS-ISAV, LOM-SA	1, Amdt 2 29 Jan 1955 Comb ILS & ADF	1 3 Dec 54

SEA LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
SEA VOR	LOM	Direct	2000	C-dn	500-1	500-1	500-1½
Vashon Int	LOM	Direct	2000	S-dn-34			
Hobart FM	LOM	Direct	4000	ILS	300-¾	300-¾	300-¾
TCM LFR	LOM	Direct	2000	ADF	400-1	400-1	400-1
Harbor Island FM	LOM	Direct	2000	A-dn ILS	600-2	600-2	600-2
TCM LFR via crs 020	Int S crs ILS	Direct	2000	ADF	800-2	800-2	800-2
Int S crs ILS and 200 brng to TCM-LFR ILS	LOM (Final - ILS)	Direct	1700				
Int 338 Brng to LOM and 200 Brng to TCM-LFR	LOM (Final - ADF)	Direct	1600				

Procedure turn E side of S crs, 158 Outbnd, 338 Inbnd, 2000' within 8 mi. NA beyond 8 mi.

Minimum altitude at glide slope int inbnd, 1700' ILS. Min. alt over LOM inbnd final 1600' ADF.

Altitude of glide slope and distance to approach end of runway at OM - 1609-4.1; at MM - 600-0.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 mi, after passing LOM (ADF) climb to 2000' on NW crs. SEA-LFR within 20 mi.

Alternate missed approach when directed by ATC, climb to 2000' on 338 radial SEA - VOR within 10 mi.

CAUTION: Terrain and trees 523' MSL located immediately N and NE of airport.

NOTE: All fixes within 30 mi of Seattle-Tacoma Radar may be determined by surveillance radar.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Seattle-Tacoma Int'l 416'	ILS SEA LOM SE	1, Amdt 12, 7 Jan 56 Comb. ILS-ADF	11 29 Jan 54

Shreveport LFR	LOM	direct	1500	T-dn	300-1	300-1	200-½
Shreveport VOR	LOM	direct	1900	C-dn	400-1	500-1	500-1½
Dixie MHW	LOM	direct	1900	S-dn-13*ILS	200-½	200-½	200-½
Blanchard Int	LOM (Final) ILS	direct	1400	ADF	400-1	400-1	400-1
Forbing Int	LOM	direct	1400	A-dn ILS	600-2	600-2	600-2
Lucien Int	LOM	direct	1400	ADF	800-2	800-2	800-2
Caddo Lake Int	LOM	direct	2400				
Blanchard Int	LOM (Final) ADF	direct	900				
Radar Terminal area transition altitudes - bearings are from Radar site with azimuths progressing clockwise:							
000	090	within	1700				
090	270	40	1500				
270	360	miles	2400				

*400-¾ required when glide slope not utilized.

Procedure turn W side of NW crs, 315 Outbnd, 135 Inbnd, ILS 1700 within 10 mi. ADF 2400 within 10 mi.

Minimum Altitude at G.S. int inbnd, 1400 ILS, minimum altitude over LOM 900 ADF

Altitude of G.S. and distance to appr end of rny at OM 1400-3.7, at MM 455-0.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi after passing LOM (ADF) climb to 1400 on SE crs ILS (135) within 20 mi, or when directed by ATC climb to 1500', intercept and proceed SW on SW crs BAD LFR or climb to 1500' on R-200 BAD within 20 miles.

CAUTION: 1446' and 1403' TV antennas approx 11 mi NNW of LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Shreveport, La	Greater Shreveport 251'	ILS-ISHV, LOM-SH	1, Amdt 5 2 Feb 57 Comb ILS & ADF	4 12 Nov 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Shreveport LFR	Forbing Int	direct	1500	T-dn	300-1	300-1	200-½
Shreveport VOR via R-165	Forbing Int	direct	1700	C-dn	400-1	500-1	500-1½
Barksdale LFR	Forbing Int	direct	1400	S-dn-31	400-1	400-1	400-1
Blanchard Int	Forbing Int	direct	1400	A-dn	800-2	800-2	800-2
Minden Int	Forbing Int	direct	1700				
Caddo Lake Int	Forbing Int	direct	2400				
Radar Terminal area transition altitudes - bearings are from Radar site with azimuths progressing clockwise:							
000	090	within	1700				
090	270	40	1500				
270	360	miles	2400				

Procedure turn S side SE crs, 135 Outbnd, 315 Inbnd, 1400 within 10 mi of Forbing Int. (Non-standard due to traffic)
No Glide Slope, 900 at Forbing Int, 5.0 mi from approach end of rny 31.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 mi of Forbing Int climb to 2400' on NW crs of ILS within 20 miles
NOTE: Back crs not approved for automatic approaches.
CAUTION: 1446' & 1403' TV antennas approx 11 mi NNW of LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Shreveport, La	Greater Shreveport 251'	ILS ISHV	2, Amdt 2 2 Feb 57	1 12 Nov 55

SUX - LFR	LOM	Direct	2400	*T-dn	300-1	300-1	200-½
SUX - VOR	LOM	Direct	2400	C-dn	500-1	600-1	600-1½
Sloan FM	LOM	Direct	2400	S-dn 31 ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

* 300-1 required for all take-offs on Runway 4.

Procedure turn E side SE crs, 127 Outbnd, 307 Inbnd, 2400 within 10 mi.
Minimum altitude at glide slope int inbnd, 2200' ILS. Min. alt. inbnd final, 1900' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 2221-4.0; at MM - 1291-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi of LOM (ADF) climb to 3000' on NW crs ILS (307) within 20 mi or when directed by ATC:
(1) turn left and climb to 3000' on W crs SUX-LFR within 20 mi.
CAUTION: Terrain 1318' MSL 1.4 mi ENE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sioux City, Ia	Sioux City 1097'	ILS SUX LOM SU	1, Amdt 4 22 Dec 56 Comb. ILS - ADF	3 30 Mar 54

Sioux Falls LFR	LOM	Direct	2700	*T-dn	300-1	300-1	200-½
Sioux Falls VOR	LOM	Direct	2700	C-dn	500-1	500-1	500-1½
Int NE crs FSD-LFR and NE crs ILS	LOM	Direct	2700	S-dn-3 #ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
Int SE crs FSD LFR & SW crs ILS	LOM	Direct	2700	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

* 300-1 required for take-off runway 15.
# 400-1 with glide slope inoperative, in which case do not descend below 2000' MSL until 1.5 mi past LOM.

Procedure turn S side SW crs 206 Outbnd, 026 Inbnd, 2700' within 10 mi.
Minimum altitude at glide slope int inbnd, 2600' ILS. Min. alt over LOM - 2600' ADF - do not descend below 1900' until 1.5 mi past LOM.
Altitude of glide slope and distance to approach end of runway at OM - 2540'-3.8; at MM - 1626'-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi LOM (ADF) climb to 2800' on NE crs (026) of ILS within 20 mi.
CAUTION: Tower 1640' MSL 1.5 mi NE LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sioux Falls, S D	Joe Foss 1426'	ILS FSD LOM FS	1, Amdt 1 16 Jul 54 Comb ILS & ADF	Orig 9 Jul 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Sioux Falls LFR	Renner Int	Direct	2700	#T-dn	300-1	300-1	200-½
Sioux Falls VOR	Renner Int	Direct	2700	C-dn	500-1	500-1	500-1½
Int R-061 Sioux Falls VOR & NE crs ILS	Renner Int (Final)	Direct	2200	S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

300-1 required for take-off runway 15.

Procedure turn W side of NE crs, 026 Outbnd, 206 Inbnd, 2700' within 10 mi.
No glide slope. Alt. over Renner 2200' - No outer Marker, no middle marker.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 mi of Renner Int, climb to 2700' on SW crs ILS proceed to LOM.
NOTE: Procedure authorized only those aircraft equipped to receive VOR and ILS simultaneously.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sioux Falls, S D	Joe Foss 1426'	ILS-FSD	2, Amdt 1 16 Jul 54	Orig 20 Jul 53

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Lakeville Int**	LOM	Direct	2400	T-dn	300-1	300-1	200-½
South Bend LFR	LOM	Direct	2000	C-dn	500-1	500-1	500-1½
South Bend VOR	LOM	Direct	2000	S-dn 27 ILS	200-½	200-½	200-½
New Carlisle FM	LOM	Direct	2000	ADF	500-1	500-1	500-1
Goshen LFR via crs 311 (ILS only)	E crs ILS (ILS Final)	Direct	2200	A-dn ILS	600-2	600-2	600-2
Goshen LFR (ADF transition)	LOM	Direct	2200	ADF	800-2	800-2	800-2
*Union LFR Int (ILS only)	LOM (ILS Final)	Direct	2000				
*Union VOR Int (ILS only)	LOM (ILS Final)	Direct	2000				
Goshen VOR via R-333 (ILS only)	E crs ILS (ILS Final)	Direct	2200				
Goshen VOR (ADF transition)	LOM	Direct	2400				

** Lakeville Int - Int R-170 SBN and R-270 GSH.
*Fly to left of ADF crs to intercept localizer crs within 5 mi of LOM when using transition as final for ILS.

Procedure turn N side of crs, 088 Outbnd, 268 Inbnd, 2000' within 10 mi.
Minimum altitude at glide slope int inbnd, 2000' ILS. Min. alt. inbnd final, 1500' ADF
Altitude of glide slope and distance to approach end of runway at OM - 1900'-3.8; at MM - 975-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi after passing LOM, climb to 2100' on W crs SBN LFR or when directed by ATC:

(1) Make right climbing turn to 2100' on N crs SBN LFR.
(2) Make right turn, climb to 2000' on R-003 SBN.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
South Bend, Ind	St. Joseph County 778'	ILS SBN LOM SB	1, Amdt 7 26 May 56 Comb. ILS-ADF	6 15 Oct 55

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
South Bend LFR	Int*	Direct	2000	T-dn	300-1	300-1	200-½
South Bend LOM	Int*	Direct	2000	C-dn	500-1	500-1	500-1½
South Bend VOR	Int*	Direct	2000	S-dn 9	500-1	500-1	500-1
Int E crs ILS & E crs SBN LFR	Int*	Direct	2000	A-dn	800-2	800-2	800-2
New Carlisle FM (via W crs ILS)	Int* (Final)	Direct	1500				

Procedure turn N side of W crs 268 Outbnd, 088 Inbnd 2000' within 10 mi.
No glide slope or markers. Alt. over Int* 1500' - distance from over Int* 2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi of Int* climb to 2000' on E crs SBN LFR within 20 mi.
* Intersection W crs SBN ILS and N crs SBN LFR or R-215 SBN.
NOTE: Authorized only when aircraft equipped to receive ILS & VOR or ILS and ADF or ILS and LFR simultaneously.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
South Bend, Ind	St Joseph County 778'	ILS ISBN Back crs approach	2, Amdt 1 26 Nov 55	Orig 30 Mar 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
GEG VOR	LOM	Direct	4000	T-dn	300-1	300-1	200-½
GEG LFR	LOM	Direct	4000	C-d	500-1	500-1	500-1½
Rockford FM	LOM	Direct	4700	C-n	600-1	600-1	600-1½
Rodna Int via crs 358 ILS	SW crs ILS (Final)	Direct	4000*	S-dnry2 ILS	200-½	200-½	200-½
Edwall Int via crs 069 ILS	SW crs ILS (Final)	Direct	4000*	ADF	400-1	400-1	400-1
Pine City FM-H	LOM	Direct	4000	A-dn ILS	600-2	600-2	600-2
Pine City H via crs 330	SW crs ILS	Direct	4000	ADF	800-2	800-2	800-2
Int 150 brng to Pine City "H" and SW crs ILS	LOM (Final)	Direct	3560				
Int 150 brng to Pine City "H" and SW crs ADF	LOM (Final)	Direct	3500				
Harrington FM	Int 095 brng to Pine City "H" and SW crs ILS	Direct	4000				
Int 095 brng to Pine City "H" and SW crs ILS - ILS	LOM (Final)	Direct	4000*				
Int N crs GEG-LFR and NE crs ILS	LOM	Direct	4000				

* After interception of glide slope, descent to cross outer marker at 3560' is authorized.

Procedure turn S side of SW crs, 205 Outbnd, 025 Inbnd, 4000' within 10 mi. NA beyond 10 mi.
Minimum altitude at glide slope int inbnd, 3600 ILS. Min. alt. over LOM inbnd final 3500' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 3560-3.8; at MM - 2595-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi, after passing LOM (ADF) turn left climb to 4500' on crs 360 from LOM or on R-360 GEG within 15 mi
Alternate missed approach when requested by ATC:

(1) Turn left climb to 4500' on crs 300 from LOM or on R-300 GEG within 15 mi.

(2) Turn left, climb to 4000' proceed to LOM hold on E side of 205 outbnd - 025 inbnd crs at 4000' within 15 mi of LOM

(3) Climb to 4500' on N crs GEG-LFR within 20 mi of station all turns on W side of N crs.

(4) Turn left, climb to 4000' on W crs of LFR within 20 mi all turns on S side of W crs.

(5) Turn left, climb to 4000' proceed to LOM, hold on E side of SW crs ILS at 4000' within 15 mi of LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spokane, Wash	Geiger Field 2372'	ILS, IGEG, LOM, GE	1, Amdt 10 18 Feb 56 Comb. ILS-ADF	9 14 May 55

SPI-LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
SPI-VOR	LOM	direct	2000	C-dn	400-1	500-1	500-1½
				S-dn-4 ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn *ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*All installed components of the ILS must be operating; otherwise, alternate minimums of 800-2 apply.

Procedure turn S side of crs, 218 Outbnd, 038 Inbnd, 2000 within 10 miles
Minimum Altitude at G.S. int inbnd, 2000 ILS, inbnd final 1500 ADF
Altitude of G.S. and distance to appr end of rny at OM 2077-5.1, at MM 797-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.1 miles, climb to NE crs ILS (038) to 2000' within 20 miles.
NOTE: No approach lights.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Springfield, Ill	Capital 593'	ILS-SPI, LOM-SP	1, Amdt 1 25 Jul 1956 Comb ILS-ADF	Orig 11 Jul 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Syracuse LFR	LOM	direct	1900	*T-dn	300-1	300-1	200-½
Syracuse VOR	LOM	direct	1900	C-dn	#600-1	700-1	700-1½
Sherrill Int via crs 310	E crs ILS	direct	2500##	S-dn-28 ILS	300-¾	300-¾	300-¾
Int E crs Syracuse LFR and brng 335° to LOM	LOM	direct	1900	ADF	#600-1	700-1	700-1
				A-dn	800-2	800-2	800-2
Int S crs Syracuse LFR and brng 045° to LOM	LOM	direct	3000###				

*600-1 required for take-off to SE

#Standard clearance not provided over 833' radio mast 1.3 mi SE of airport.

##After interception of localizer crs inbnd, descent on glide slope to cross the outer marker at 1535 on final approach is authorized.

###Descent to 1800' authorized after passing Syracuse VOR radial 150°.

Procedure turn N side E crs, 098 Outbnd, 278 Inbnd, 1600 within 10 miles.
Minimum Altitude at G.S. int inbnd 1600 ILS, minimum altitude over LOM inbnd final 1100 ADF
Altitude of G.S. and distance to appr end of rny at OM 1535-3.6; at MM 635-.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles after passing LOM (ADF), climb to 2000' on W crs ILS or crs of 278 from LOM within 20 mi
AIR CARRIER NOTE: No reduction in minimums or sliding scale authorized for take-off to the SE.
Major Changes: Reduction in transitional altitude.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Syracuse, N Y	Hancock 419'	ILS-SYR, LOM-SY	1, Amdt 12 7 Apr 1956 Comb ILS-ADF	11 25 Jun 55

Int S crs Syracuse LFR and W crs ILS	Liverpool Int* (Final)	direct	1400	T-dn	**300-1	**300-1	**200-½
				C-dn	600-1	700-1	700-1½
Syracuse VOR via R-235	W crs ILS	direct	1700	S-dn-10	500-1	500-1	400-1
Int W crs ILS and R-235 Syracuse VOR	Liverpool Int* (Final)	direct	1400	A-dn	800-2	800-2	800-2
Syracuse LFR via crs 180	W crs ILS	direct	2000				

**600-1 required for take-off to the SE.

Procedure turn S side W crs, 278 Outbnd, 098 Inbnd, 2000 within 10 mi of *Liverpool Int.
No glide slope or marker. Minimum Altitude over Liverpool Int * 1400. Crs and distance to approach end of runway 098° 3.4 mi. Descent to indicated landing minimums authorized after passing Liverpool Int*.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles after passing Liverpool Int*, make a climbing left turn to 2000 returning to Syracuse LFR. Alternate missed approach (when directed by ATC) climb to 3000' on E crs ILS.
*Liverpool Int, int W crs Syracuse ILS and R-190 Syracuse VOR.
NOTE: This procedure authorized only for aircraft equipped to receive VOR and ILS simultaneously.
AIR CARRIER NOTE: Neither sliding scale nor reduction in minimums authorized for take-offs to the SE.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Syracuse, N Y	Hancock 419'	ILS-SYR Back Crs ILS Localizer	2, Amdt 3 1 Apr 1954	2 19 Sep 1953

Tallahassee VOR	LOM	direct	1500	T-dn	300-1	300-1	200-½
Tallahassee LFR	LOM	direct	1500	C-dn	500-1	500-1	500-1½
Int TLH R-088 & 223° brng to ILS-LOM	LOM	direct	1500	S-dn-30# ILS	200-½	200-½	200-½
Int TLH R-288 & NW crs ILS	LOM	direct	1500	ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

#400-¾ required when glide slope not utilized. 400-1 required if loc. & either LOM or OM only are operative.

Procedure turn E side SE crs, 122 Outbnd, 302 Inbnd, 1400 within 10 mi.
Minimum Altitude at G.S. int inbnd, 1300 ILS, minimum altitude over LOM inbnd final 900 ADF
Altitude of G.S. and distance to approach end of rny at OM 1220-3.6, at MM 295-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 mi LOM (ADF) climb to 1500 on NW crs ILS (302) within 15 mi. When directed by ATC, climb to 1300 on S crs LFR or R-190 TLH within 15 miles.
AIR CARRIER NOTE: Take-offs with less than 200-½ NA.
CAUTION: 244' tank 1500' S of approach lights. 300' unlighted terrain 1 mi NE of airport.
Major Changes: Revise glides slope altitudes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tallahassee, Fla	Dale Mabry 70'	ILS-ITLH, LOM-TL	1, Amdt 12 31 Dec 1955 Comb ILS - ADF	11, 2 Jul 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Tallahassee VOR	Capitol Fix*	direct	1300	T-dn	300-1	300-1	200-½
Tallahassee LFR	Capitol Fix*	direct	1200	C-dn	500-1	500-1	500-1½
Int TLH R-288 & NW crs ILS	Quincy Int#	direct	1500	S-dn-12	400-1	400-1	400-1
ILS - LOM	Capitol Fix*	direct	1500	A-dn	800-2	800-2	800-2
Quincy Int#	Capitol Fix* (Final)	direct	800				

#Quincy Int is NW crs ILS & TLH-VOR R-272.

Procedure turn W side NW crs, 302 Outbnd, 122 Inbnd, 1500 within 10 mi of Capitol Fix*
No Glide Slope, 800 at Capitol Fix* 2.3 mi from approach end of rny 12.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi of Capitol fix† climb to 1400 on SE crs of ILS within 20 miles, or when directed by ATC, turn right, climb to 1300 on R-190 or S crs of LFR within 15 miles.
*Capitol Fix is the intersection of the NW crs. ILS and TLH-VOR R-184 or N crs TLH-LFR.
AIR CARRIER NOTE: Take-off with less than 200½ NA.
CAUTION: Unlighted terrain 300' MSL 1 mi NE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tallahassee, Fla	Dale Mabry 70'	ILS ITLH	2, Orig 7 Jan 1956	None

Tampa VOR	LOM	direct	1200	T-dn	300-1	300-1	200-½
Tampa LFR	LOM	direct	1500	C-dn	500-1	500-1	500-1½
Int of TPA R-037 & N crs of ILS	LOM	direct	1200	S-dn-18 ILS	200-½	200-½	200-½
Radar Terminal Area Transition Altitude	Radar Site	within 25 mi	1500*	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*2100 required within 3 mi of 1134' tower 12 mi E MACDILL AFB.

Procedure turn W side N crs 360 Outbnd, 180 Inbnd, 1200 within 10 miles.
Minimum Altitude at G.S. int inbnd 1200 ILS, minimum altitude over LOM inbnd final 700 LOM
Altitude of G.S. and distance to appr end of rny at OM 1220-4.0, at MM 220-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles of LOM (ADF) turn right to 225 climb to 1500' on crs of 285 from LFR or R-080 & 260 TPA within 20 miles
NOTE: 200-½ absolute minimum for take-off rny 27. 400-¾ required when glide slope not utilized.
Major Changes: Corrects crs and distances from TPA-VOR due relocation. Revise notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tampa, Fla	International 26'	ILS-ITPA, LOM-TP	1, Amdt 10 10 Sep 1955 Comb ILS & ADF	9 15 Jul 54

TPA-LFR	Mac Dill Fix*	direct	1200	T-dn	300-1	300-1	200-½
TPA-VOR	Mac Dill Fix*	direct	1500	C-dn	500-1	500-1	500-1½
Int S crs ILS & SW crs LFR or TPA VOR R-120	Mac Dill Fix* (Final)	direct	1000	S-dn-36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
Int N crs ILS & R-037 TPA	Mac Dill Fix*	direct	1200				
Radar Terminal Area Transition Altitude	Radar Site	within 25 mi	1500**				

*MacDill Fix is intersection S crs TPA-ILS and TPA-VOR R-096 or 090 brng to TPA-LFR
**2100' required within 3 mi of 1134' Tower 12 mi E MacDill AFB

Procedure turn E side S crs, 180 Outbnd, 360 Inbnd, 1500 within 10 miles
No Glide Slope, no markers, altitude over MacDill Fix* on Final 1000, distance to rny 36 4.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles, climb to 1200 on N crs of ILS within 20 miles.
NOTE: 200-½ is absolute take-off minimum on Runway 27.
CAUTION: 210' RT 1 mile SW of airport.
Major Changes: Revise notes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tampa, Fla	International 26'	ILS ITPA	2, Amdt 3 10 Sep 1955	2 15 Jul 54

Chatham MHW cia crs 095	ILS SW crs	direct	2000	T-dn	300-1	300-1	300-1
Newark LOM via crs 348	ILS SW crs	direct	1800	C-dn	1000-1	1000-1½	1000-1½
Paterson MHW cia crs 186	ILS OM	direct	2000	*S-dn-6	500-1	500-1	500-1
Caldwell VOR via R-114	ILS OM	direct	2000	A-dn	1000-2	1000-2	1000-2

*700-1½ required with any component of the ILS inoperative.

Procedure turn W side SW crs, 239 Outbnd, 059 Inbnd, 1800 whithin 10 miles of OM
Minimum Altitude at G.S. int. inbnd 1400
Altitude of G.S. and distance to appr end of rny at OM 1360-4.-; at MM 230-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1000' on a heading of 059° turn left climb to 2000' on ADF crs to Paterson MHW
Major Changes: Final approach crs corrected.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Teterboro, N J	Teterboro 7'	ILS TEB	1, Amdt 6, 21 May 1955	5 7 May 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Toledo LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
Waterville VOR	LOM	direct	2000	C-dn	500-1	500-1	500-1½
Ogden Int	LOM	direct	2000	S-dn-7 ILS	*300-¾	*300-¾	*300-¾
Deerfield Int	LOM	direct	2000	ADF	500-1	500-1	500-1
Harbor View Int	LOM	direct	2100	A-dn- ILS	600-2	600-2	600-2
McClure Int	LOM	direct	2000	ADF	800-2	800-2	800-2
Elmira Int	LOM	direct	2000				
Gerald Int #	LOM	direct	2000				

*400-¾ if glide slope inoperative.
#Gerald Int, fromt crs TOL ILS or 069 brng on LOM and W crs TOL LFR or Waterville 275 rad.

Procedure turn S side of crs, 249 Outbnd, 069 Inbnd, 2000 within 10 miles
Minimum Altitude at G.S. int inbnd 2000 ils, minimum altitude over LOM inbnd final 1500 ADF
Altitude of G.S. and distance to approach end of rny at OM 2000-4.3, at MM 865-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, make climbing right turn to 2000 and proceed to Waterville VOR or when requested by ATC, make climbing left turn to 2000' and return to LOM.
CAUTION: Bldg 865 1¾mi S of Middle Marker.
Major Changes: Transitions changed. Note added re glide slope inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Toledo,Ohio	Toledo Express 684'	ILS-TOL, LOM-OL	1, Amdt 1 24 Sep 1955 Comb ILS-ADF	Orig 15 Jan 55

Harbor View Int	Holland Int (Final)	direct	2100	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-25 ILS	400-1	400-1	400-1
				ADF	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 069 Outbnd, 249 Inbnd, 2100 within 10 miles of Holland Int
No glide slope or markers. Descent to landing minimums after passing Holland Int. Minimum Altititude over Holland Int 2100' distance and brng from Holland Int to Runway 25: 5.5 mi, 249°
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5. mi after passing Holland Int., climb straight ahead to 2000' on 249° crs to Toledo LOM.
CAUTION: Building 865' 1 ¾ mi S of middle marker
Major Changes: Deletes requirement for dual receiver.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Toledo,Ohio	Toledo Express 684'	ILS-TOL, LMM-OL VOR-VWV	2, Amdt 2 24 Sep 55 Comb ILS-ADF	1 23 Jul 55

Forbes LFR	TOP MHW	direct	3000	T-dn	300-1	300-1	200-½
Int R-252 TOP & NW crs Forbes LFR	TOP MHW	direct	3000	C-dn	500-1	600-1	600-1½
				S-dn-12*ILS	300-¾	300-¾	300-¾
Topeka VOR	TOP MHW	direct	2200	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*400-¾ required when operating under the provisions of inoperative ILS components. No reduction in 2-engine or less T.O. minimums authorized with ILS inoperative.

Procedure turn N side crs, 305 Outbnd, 125 Inbnd, 2200 within 10 miles TOP MHW
Minimum Altitude at G.S. int inbnd, 2200 ILS, inbnd final 2200 ADF
Altitude of G.S. and distance to appr end of rny at OM 2034-3.9, at MM 1077-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles of MHW (ADF) climb to 2400' on SE crs ILS (125) within 15 miles, or, when directed by ATC, turn left climb to 2400' on NE crs of Forbes LFR within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Topeka,Kans	Philip Billard 880'	ILS-TOP, MHW (LOM)-TOP	1, Amdt 12,1 Jun 1954 Comb ILS & ADF	11 8 Feb 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Int NE crs TOE LFR & R079 TOP	Power House Int	direct	2200	#T-dn	300-1	300-1	300-1
TOP MHW LOM	Power House Int	direct	2400	C-dn	500-1	600-1	600-1½
TOP VOR	Power House Int	direct	2200	S-dn-31	500-1	500-1	500-1
Int SE crs ILS & SW crs MKC LFR	Power House Int	direct	2400	A-dn	800-2	800-2	800-2
Forbes LFR	Power House Int	direct	2200				

#No reduction in 2-engine or less T.O. minimums authorized with ILS inoperative.

Procedure turn E side of SE crs, 125 Outbnd, 305 Inbnd, 2200 within 10 miles. NA beyond 10 mi.
Minimum Altitude at G.S. int inbnd, Power House Int 1700-2.9
No Outer Marker, No Middle Marker.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 miles, climb to 2400 on NW crs ILS within 20 miles, or, when directed by ATC, turn right proceed direct to TOP-VOR climbing to 2300 and hold, or climb to 2400 on the NE crs of Forbes LFR within 15 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Topeka,Kans	Phillip Billard 880'	ILS TOP	2, Amdt 1 1 Jun 1954	Orig 15 Apr 53

Int SE crs LFR & 250 brng to LOM	LOM	direct	2100	T-dn	300-1	300-1	#200-½
				C-dn	400-1	500-1	500-1½
TUL VOR	LOM	direct	2200	S-dn-35R			
TUL LFR	LOM	direct	2200	*ILS	200-½	200-½	200-½
Red Fork FM	LOM	direct	2400	ADF	400-1	400-1	400-1
Skiatook FM	LOM	direct	2400	A-dn ILS	600-2	600-2	600-2
Verdigris River FM	LOM	direct	2200	ADF	800-2	800-2	800-2

#300-1 required on rny 3L, 21R, 17R, 35L.
*400-¾ required when glide slope not utilized.

Procedure turn E side S crs, 174 Outbnd, 354 Inbnd, 2400 within 10 miles. Beyond 10 miles NA.
Minimum Altitude at G.S. int inbnd, 2400 ILS, minimum altitude over LOM inbnd final 1900 ADF
Altitude of G.S. and distance to approach end of rny at OM 2350-5.4, at MM 880-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 miles after passing LOM (ADF) climb to 1900 on N crs ILS (354) within 20 miles.
CAUTION: 1100' tower 2.0 mi NW of LOM

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tulsa,Okla	Municipal 674'	ILS-ITUL, LOM-TU	1, Amdt 4 28 Jul 1956 Comb ILS & ADF	3 14 May 55

Tyler LFR	LOM	direct	1600	T-dn	300-1	300-1	200-½
Int NW crs ILS & R-270 GGG ILS	LOM (Final)	direct	1800	C-dn	400-1	500-1	500-1½
				S-dn-13*ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*400-¾ required when glide slope not utilized.

Procedure turn W side NW crs, 307 Outbnd, 127 Inbnd, 1800 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 1800 ILS, minimum altitude over LOM inbnd final, 1300 ADF
Altitude of G.S. and distance to approach end of rny at OM 1800-4.6, at MM 720-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 miles after passing LOM (ADF) climb to 2000 on SE crs ILS (127) within 20 miles
NOTE: No approach lights
Major Changes: Adds straight-in minima for more than 2-engine aircraft.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tyler,Texas	Pounds Field 544'	ILS-ITYR, LOM-TY	1, Amdt 1 17 Dec 1955 Comb ILS & ADF	Orig 9 Oct 54

TYR LFR via crs 126	Lake Tyler Int	Direct	2000	T-dn	300-1	300-1	200-½
GGG VOR via R-248	Lake Tyler Int	Direct	2100	C-dn	400-1	500-1	500-1½
Int NW crs ILS & R-270 GGG	Lake Tyler Int	Direct	2000	S-dn-31	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 127 Outbnd, 307 Inbnd, 2000' within 10 mi.
No glide slope. Alt over Lake Tyler Int, 1500';Distance from Lake Tyler Int to Runway 31 4.8 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 of Lake Tyler Int. climb to 1800' on NW crs of ILS within 10 mi.
CAUTION: 990' radio tower 3.6 mi E of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tyler, Tex	Pounds Field 544'	ILS-ITYR, SE crs ILS	2 Orig 22 Oct 55	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Utica LFR	UTICA MHW	direct	3000	T-dn	300-1	300-1	200-½
Int E crs Syracuse LFR & SE crs ILS	Utica MHW (Final)	direct	3000	C-dn	400-1	500-1	500-1½
				#S-dn**33	300-¾	300-¾	300-¾
Int Syracuse R 113 & SE crs ILS	Utica MHW (Final)	direct	3000	A-dn	600-2	600-2	600-2
Sherrill VOR Int	Utica MHW	direct	3000				
Utica LFR	Utica LMM	direct	3000				

#Approach lights not commissioned.

Procedure turn E side SE crs, 149 Outbnd, 329 Inbnd, 3000 within 10 mi of Utica MHW
Minimum Altitude at G.S. int. inbnd 3000
Altitude of G.S. and distance to appr end of rny at OM 1940-3.8, Utica MHW 300-7.3; at MM 940**.6
**400-¾ with glide slope inoperative. Minimum altitude over OM with glide slope inoperative 1340' MSL.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make left climbing turn returning to Utica MHW at 3000'*. Approaches may be conducted with Utica MHW inoperative provided OM is identified prior to executing procedure turn and glide slope is utilized.
*Alternate missed approach procedure (when directed by ATC) proceed to Utica LFR climbing to 3000'.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Utica, N Y	Oneida County 742'	ILS-UCA, LMM -CA MHW-UTI	1, Orig 7 Jun 1956	None

Andrews LFR	OM	direct	1500	T-dn	300-1	300-1	#200-½
Springfield MHW	OM	direct	1500	C-dn	600-1	600-1	600-1½
Andrews LFR via crs 273	ILS S crs	direct	1500**	S-dn-36	200-½	200-½	200-½
Mt Vernon Int via crs 050	ILS S crs	direct	1500**	A-dn	600-2	600-2	600-2
Radar Terminal area transition altitudes	OM	E,W & S quad of DCA LFR N quadrant all quadrants (exclusive of restricted areas)	1500 within 25 mi 1800 within 25 mi 2500 within 40 mi				

#300-1 required for take-off on Runways 9 and 27.
**After interception of localizer crs inbnd, descent on glide slope to cross outer marker at 1360 on final is authorized.

Procedure turn W side S crs, 183 Outbnd, 003 Inbnd, 1400 within 10 miles of OM (Non-standard due to traffic)
Minimum Altitude at G.S. int inbnd, 1400
Altitude of G.S. and distance to appr end of rny at OM 1360-4.6, at MM 205-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
if contact not established at LMM, make climbing turn to left as soon as practicable and climb to 1800' (or higher altitude if directed by ATC) on NW crs DCA LFR to Herndon Int.
CAUTION: Standard clearance not provided over obstructions within circling area of airport or within final approach area with glide slope inoperative.
Major Changes: Transitions revised to permit straight-in approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Washington, D C	National 16'	ILS DCA	1, Amdt 8 4 Aug 56	7 29 Oct 55

Int SW crs PIT LFR & NW crs M W LFR	HLG MHW	direct	2600	T-dn	300-1	300-1	200-½
				C-dn	600-1	700-1	700-1½
HLG VOR	HLG MHW	direct	2600	S-dn-3 ILS	*500-1	*500-1	*500-1
				ADF	500-1	500-1	500-1
				A-dn- ILS	800-2	800-2	800-2
				ADF	1000-2	1000-2	1000-2
					(BCOB)	(BCOB)	(BCOB)

*500-¾ with high intensity runway lights or approach lights.

Procedure turn E side crs 210° Outbnd, 030 Inbnd, 2600 within 10 miles
Minimum Altitude at G.S. int. inbnd. 2100 over LOM
No Glide Slope, OM 4.0, MM .6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles, make climbing left turn, return to LOM climbing to 2600' or higher altitude if directed by ATC.
NOTE: Night operations on runway 9-27 and take-offs on runway 9 not authorized for air carrier aircraft over 12,500 lbs gross weight. Procedure not premised on use of glide slope

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wheeling, W Va	Ohio County 1195'	ILS-HLG, MHW-HLG	1, Orig 27 Nov 1953 Comb ILS-ADF	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int S crs Pough-Keepsie and NW crs ILS	LOM	direct	2000	T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
New Rochelle Rbn	LOM	direct	2000	S-dn-16 ILS	200-½	200-½	200-½
Paterson Rbn	LOM	direct	2000	ADF	500-1	500-1	500-1
Wilton VOR	LOM	direct	2000	A-dn	800-2	800-2	800-2

Procedure turn E side NW crs, 342 Outbnd, 162 Inbnd, 2000 within 10 mi (Non-standard due to traffic).
Minimum Altitude at G.S. int inbnd, 2000' ILS, minimum altitude over LOM inbnd final 1500 ADF.
Altitude of G.S. and distance to approach end of rny at OM 1975-5.1; at MM 630-.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.1 mi after passing LOM (ADF), make left climbing turn to 2000' return to outer marker. Alternate missed approach (when requested by ATC) make left climbing turn to 2000' to Wilton VOR on crs of 060°.
NOTE: Provisions of inoperative ILS component apply except 500-1 required with glide slope inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
White Plains, N Y	Westchester County 441'	ILS-HPN, LOM-HP	1, Amdt 7 7 May 1954 Comb ILS-ADF	6 1 Apr 54

ICT-LFR	LOM	direct	2500	T-dn	300-1	300-1	200-½
ICT-VOR	LOM	direct	2500	C-dn	400-1	500-1	500-1½
Viola Rbn via crs 046	SW crs ILS (Final ILS)	direct	2500	S-dn-1 ILS	200-½	200-½	200-½
Viola RBN	LOM	direct	2500	ADF	400-1	400-1	400-1
Clearwater Int	LOM (Final)	direct	2500	A-dn ILS	600-2	600-2	600-2
Oxford RBN	LOM	direct	2500	ADF	800-2	800-2	800-2
Derby RBN	LOM	direct	2500				
Mayfield Int	LOM (Final)	direct	2500				

Procedure turn W side of crs, 190 Outbnd, 010 Inbnd, 2500 within 10 miles. (Procedure turn non-standard to avoid McConnell AFB.)
Minimum Altitude at G.S. int inbnd, 2500 ILS, inbnd final 2000 ADF.
Altitude of G.S. and distance to approach end of rny at OM 2559-4.2, at MM 1530-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 miles, climb to 3000' on N crs ILS(010) intercept & proceed outbnd on NW crs of ICT-LFR within 20 mi or, when directed by ATC: (1) make left turn, climb to 2900' proceeding outbnd on R-216 ICT within 20 mi.
CAUTION: Simultaneous approaches being conducted on Derby RBN to McConnell AFB. 2444' MSL tower 7.8 mi NNW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wichita, Kans	Municipal 1332'	ILS-ICT, LOM-IC	1, Amdt 2 22 Sep 1956 Comb ILS-ADF	1 23 Apr 55

Int N crs ICT LFR & N crs ILS	Kechi Int* (Final)	direct	2500	T-dn	300-1	300-1	200-½
ICT-VOR	Kechi Int*	direct	3000	C-dn	400-1	500-1	500-1½
Int SW crs ICT-LFR & S crs ILS	Kechi Int*	direct	3000	S-dn-19	400-1	400-1	400-1
Int ICT-VOR R036 & N crs ILS	Kechi Int* (Final)	direct	2500	A-dn	800-2	800-2	800-2
Int ICT-VOR R051 & N crs ILS	Kechi Int*	direct	2500				

Procedure turn E side of crs, 010 Outbnd, 190 Inbnd, 3000 within 10 miles of Kechi Int*. Procedure turn non-standard account of 2444' MSL TV tower W.
No Glide Slope. No Outer Marker, altitude over Kechi Int* 2500 brg and distance 190-5.1. No Middle Marker, altitude over Int N crs ILS R-108 ICT 2000 brng and distance 190-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.1 miles after passing Kechi Int* climb to 2500 on S crs ILS within 20 mi., or, when directed by ATC: (1) Make right turn climbing to 2900' & proceed outbnd on R-216 ICT within 20 miles.
*Kechi Int: Int R-065 ICT and N crs ILS
NOTE: Procedure authorized only when aircraft equipped to receive ILS & VOR simultaneously.
CAUTION: 2049' MSL tower 7.8 mi NNE & 2444' MSL tower 8.7 mi NNW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wichita, Kans	Municipal 1332'	ILS-ICT Back crs appr	2, Amdt 1 22 Sep 1956 Comb VOR-ILS	Orig 17 Dec 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Wilkes-Barre Scranton VOR	CYE* Rbn	direct	3500	#T-dn	600-1	600-1	600-1
Int E crs Wilkes-Barre-Scranton LFR & SW crs ILS	CYE* Ebn	direct	3500	C-d	900-1½	1000-1½	1000-2
				C-n	1300-2	1300-2	1300-2
Wilkes-Barre-Scranton LFR	CYE* Rbn	direct	3500	S-dn-4	600-1½	600-1½	600-1½
Int E crs Williamsport & SW crs Wilkes-Barre-Scranton LFR	CYE* Rbn	direct	3500	A-d	1200-2	1200-2	1200-2
				A-n	1600-3	1600-3	1600-3

#Take-off minimums for Runway 10 and 16: Day: 600-2, Night 800-2.

Procedure turn E side SW crs, 223 Outbnd, 043 Inbnd, 3500 within 10 mi of Crystal Lake Rbn.
Minimum Altitude at G.S. int inbnd, inbnd final 3500 over Crystal Lake Rbn
Altitude of G.S. and distance to appr end of rny at OM CYE* Rbn 3500-8.7, LOM 2250-3.9; at MM LMM 1180-0.6
*Crystal Lake Rbn - This procedure is predicated on the reception of the CYE Rbn & ILS glide slope.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 3500' on a crs of 043° from the LMM and then proceed to the Wilkes-Barre VOR at 3500'. Alternate missed approach when requested by ATC, make a climbing left turn and climb to 4000' on SW crs Wilkes-Barre LFR.
NOTE: High terrain to E, SE and S of airport within 2.5 miles.
AIR CARRIER NOTE: Provisions for reduced visibility not authorized at night or with day minimums below 1 mi for 75 mph (65K) or less aircraft and 1½ mi for more than 75mph (65K) aircraft.
Major Changes: Missed approach revised. Alternate missed approach added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Wilkes-Barre,Pa	Wilkes-Barre-Scranton 956'	ILS-AVP, MHW-CYE	1, Amdt 6 2 Jun 1956	5	1 Apr 54

New Castle LFR	LOM	direct	1600	T-dn	300-1	300-1	200-½
West Chester VOR	LOM	direct	1900	C-dn	400-1	500-1	500-1½
Hartley Int	LOM	direct	1600	S-dn-1 ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
				A-dn- ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn E side S crs, 193 Outbnd, 013 Inbnd, 1600 within 10 mi. NA beyond 10 mi due to traffic.
Minimum Altitude at G.S. int inbnd, 1600 ILS, minimum altitude over LOM inbnd final 1100 ADF
Altitude of G.S. and distance to approach end of rny at OM 1600-5.3; at MM 295-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 miles after passing LOM (ADF), make climbing left turn and climb to 1600' on crs of 193° within 10 miles of LOM.
CAUTION: Turn left as soon as practicable to avoid holding pattern at Philadelphia LOM.
Major Changes: Altitude revised to clear stack at LOM. Distance from West Chester VOR to LOM revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Wilmington,Del	New Castle County 79'	ILS-ILG, LOM-IL	1, Amdt 3 15 Oct 1955 Comb ILS and ADF	2	1 Apr 54

Wilmington RBN	LOM	Direct	1300	T-dn	300-1	300-1	200-½
Wilmington VOR	LOM	Direct	1300	C-dn	500-1	500-1	500-1½
				S-dn-34 ADF	400-1	400-1	400-1
				*ILS	300-¾	300-¾	300-¾
				A-dn	800-2	800-2	800-2

* 400-¾ required when glide slope not utilized

Procedure turn E side of S crs, 163 Outbnd, 343 Inbnd, 1400 within 10 mi.
Minimum Altitude at glide slope int inbnd - 1400' ILS; Min. alt. over LOM inbnd final - 800' ADF.
Altitude of glide slope and distance to approach end of runway at OM 1385-4.7; at MM - 230-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 mi after passing LOM (ADF) climb to 1300' on N crs ILS (343) within 20 mi.
AIR CARRIER NOTE: 200-½ authorized provided the available runway length exceeds by 3000 feet the landing distance required by the aircraft performance operating limitations of the CAR's and high intensity runway lights are operative on the entire length of the runway.
NOTE: No approach lights

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Wilmington, N C	New Hanover County 31'	ILS-IIMN, LOM-IM	1, Amdt 1 16 Jul 55 Comb. ILS-ADF	Orig	3 Nov 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Weatogue Int	LOM (Final) ILS	direct	2300	T-dn	300-1	300-1	200-½
Weatogue Int	LOM (Final) ADF	direct	1700	C-dn	400-1	500-1	500-1½
Int R-015 HFD & NE crs ILS or brng 238 to LOM	LOM	direct	2500	S-dn-6 ILS*	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*400-¾ required with glide slope inoperative.

Procedure turn S side SW crs, 238 Outbnd, 058 Inbnd, 2300 within 10 mi.

Minimum Altitude at G.S. int inbnd, 2300 ILS, minimum altitude over LOM inbnd final ADF 1700
Altitude of G.S. and distance to approach end of rny at OM 1650-4.5; at MM 415-0.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.5 mi after passing LOM (ADF) climb to 2500 on NE crs ILS or 058 crs from LOM within 15 mi. Alternate missed approach procedure when requested by ATC, make a climbing right turn to LOM at 2500'.

NOTE: Standard clearance not provided for straight-in minimums over ridge approx 1 mi N of OM.

IFR departure via Hartford VOR; departure direct from Bradley Field to HFD VOR via R-355 is authorized at 2000' MEA. (Departure route only)

CAUTION: Unlighted hills 2.4 mi NW of airport approx 768' MSL.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Windsor Locks, Conn	Bradley Field 173'	ILS-BDL, LOM-BD	1, Amdt 9 5 Jan 57 Comb ILS-ADF	8	15 May 54

Winston Salem LFR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
Wallburg Int ILS	LOM (Final)	Direct	2200	C-dn	500-1	500-1	500-1½
Wallburg Int ADF	LOM (Final)	Direct	1700	S-dn-33 ILS	300-¾	300-¾	300-¾
Greensboro VOR via R-248	Wallburg Int	Direct	2300	ADF	400-1	400-1	400-1
Thomas Int	LOM	Direct	2200	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn W side SE crs, 148 Outbnd, 328 Inbnd, 2200' within 10 mi. Beyond 10 mi NA.

Minimum altitude at glide slope int inbnd, 2200' ILS. Min. alt. over LOM inbnd final - 1700' ADF.

Altitude of glide slope and distance to approach end of runway at OM 2200'-3.9; at MM- 1120'-0.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.9 mi after passing LOM (ADF) climb to 4000' on NW crs LFR or R-299, GSO within 15 mi. When directed by ATC turn right immediately, climb to 2200' on SE crs ILS (148) within 10 mi.

AIR CARRIER NOTE: 200-½ authorized provided the available runway length exceeds by 3000 feet the landing distance required by the aircraft performance operating limitations of the CAR's and high intensity runway lights are operative on the entire length of the runway.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Winston-Salem, N C	Smith-Reynolds 969'	ILS-IINT, LOM-IN	1, Amdt 5 16 Jun 56 Comb. ILS-ADF	4	5 Nov 55

				T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				S-dn-33 ILS	200-½	200-½	200-½
				ADF	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 152 Outbnd, 332 Inbnd, 2300 within 10 mi. NA beyond 10 mi.

Minimum Altitude at G.S. int inbnd, 2300 ILS, minimum altitude over LOM inbnd final 1500 ADF
Altitude of G.S. and distance to approach end of rny at OM 2290-4.6, at MM 1210-.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . ILS if visual contact not established at middle marker or at authorized landing minimums, make an immediate climbing left turn to 2400' on SE crs of ILS within 10 mi of LOM. ADF if visual contact not established at LOM, make an immediate climbing left turn to 2400' on crs 152° from LOM within 10 mi.

CAUTION: 1640' radio tower 2.2 mi NNW of airport. Do not proceed beyond middle marker unless landing is assured.

NOTE: Provisions of inoperative ILS components authorized except 400-1 required when middle marker inoperative.

Major Changes: Reduction of ILS straight-in minimums. ILS missed approach changed.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Worcester,Mass	Municipal 1009'	ILS-I-ORH, LOM-OR	1, Amdt 5 15 Jan 1955 Comb ILS-ADF	4	1 Apr 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
YKM-LFR	LOM	direct	3500	#T-dn	400-1	400-1	400-1
YKM-VOR	LOM	direct	3500	C-d	800-2	800-2	800-2
Selah Int	LOM	direct	3500	C-n	800-2	1000-2	1000-2
Int SE crs of YKM-LFR & Brng	LOM	direct	4500	S-dn-ry 27	400-1	400-1	400-1
325 to YKM-LOM				A-d	800-2	800-2	800-2
White Swan Int	LOM	direct	4000	A-n	800-2	1000-2	1000-2
Toppenish Int	LOM	direct	4000				

#Take-off minimums runways 22-4 and 34-16: 500-1 Day, 800-2 Night.

Procedure turn S side of crs, 089 Outbnd, 269 Inbnd, 4000 within 10 miles. NA beyond 10 mi. (Non-standard due to terrain).
Minimum Altitude at G.S. int inbnd, 3500
Altitude of G.S. and distance to appr end of rny at OM 3377-6.9, at MM 1318-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb on localizer crs 269 Outbnd, 089 Inbnd to 3500' within 5 miles of Middle Marker. All turns N side of crs.
Major Changes: Add transitions from White Swan and Toppenish Intersections.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Yakima, Wash	Yakima 1077'	ILS YKM	1, Amdt 2 17 Mar 1956	1 23 Apr 55

Int YNG R-235 & 099 brng	Hubbard MH	direct	2600	T-dn	300-1	300-1	200-½
Int E crs YNG LFR or YNG R-105	Hubbard MH	direct	2600	C-dn	400-1	500-1	500-1½
229 brng to Hubbard MH				S-dn-32 ILS#	300-¾	300-¾	300-¾
Columbia Int	Hubbard MH	direct	3000	ADF	400-1	400-1	400-1
Palestine Int	Hubbard MH	direct	3000	A-dn ILS	600-2	600-2	600-2
Canfield Int	Hubbard MH	direct	3000	ADF	800-2	800-2	800-2
Youngstown VOR	Hubbard MH	direct	2600				
Youngstown LFR	Hubbard MH	direct	2600				
Hubbard MH ILS	LOM (Final)	direct	2600				
Hubbard MH ADF	LOM (Final)	direct	2100				

#Approach light installation incomplete.

Procedure turn N side SE crs, 139 Outbnd, 319 Inbnd, 2600 within 10 mi of Hubbard MH
Minimum Altitude at G.S. int inbnd, 2600 ILS, minimum altitude over LOM inbnd final 2100 ADF, over Hubbard MH inbnd final 2600 ADF
Altitude of G.S. and distance to approach end of rny at OM 2630-4.7; at MM 1385-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 mi after passing LOM (ADF) climb to 2500' on NW crs ILS or on crs 319° from LOM, make right turn and proceed to Youngstown LFR.
Major Changes: Straight-in landing minimums revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Youngstown, Ohio	Youngstown 1196'	ILS-YNG, LOM-YN MH-HBD	1, Amdt 4 4 Aug 1956 Comb ILS-ADF	3 23 Apr 55

Youngstown LFR	Mosquito Int#	direct	2200	T-dn	300-1	300-1	200-½
Parkman Int	Mosquito Int#	direct	2500	C-dn	400-1	500-1	500-1½
Int NW crs Youngstown ILS &	Mosquito Int#	direct	2200	S-dn-14	400-1	400-1	400-1
S crs Youngstown LFR				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 320 Outbnd, 140 Inbnd, 2200 within 10 mi of Mosquito Int#. NA beyond 10 mi.
Minimum Altitude at G.S. int. inbnd, no glide slope.
Minimum Altitude over Mosquito Int# on final and distance to appr end of rny 2000'-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 mi of Mosquito Int#, climb to 2500' on SE crs ILS within 10 miles
NOTE: ADF procedure not authorized.
Major Changes: Fowler Int changed to Mosquito Int#.
#Mosquito Int is int NW crs YNG ILS and W crs YNG LFR, R-262 YNG VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Youngstown, Ohio	Youngstown 1196'	ILS-YNG	2, Amdt 2 1 Jan 1955	1 8 Aug 54

¶ *609.500 Radar procedures.*

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION														CEILING AND VISIBILITY MINIMUMS			
From						To						Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
															65 Knots or Less	More Than 65 Knots	
From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt			Surveillance approach			
160	020	5	1400	8	1400	15	1500	20	1500	25	1500			T-dn	300-1	300-1	200-½
020	120	5	2500	8	9000	15	9000	20	9000	25	9500			C-dn	500-1	500-1	500-1½
120	160	5	1400	8	1400	15	5000	20	6000	25	6500			S-dn*	400-1	400-1	400-1

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

* Runways 6-31-13 (Surveillance approaches to Runway 24 NA due to high terrain E and ground clutter.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1500' on SW crs Anchorage LFR within 20 mi or when directed by ATC:

(1) Climb to 1500' proceeding direct to Anchorage LOM, thence on crs of 244 Outbnd, 064 Inbnd, within 20 mi.
(2) Climb to 1500' on NW crs Anchorage LFR to hold at Susitna Intersection.
(3) Climb to 2500' on NW crs Merrill LFR within 20 mi.

CAUTION: Terrain 346' MSL 2 mi S SW of airport and 1.5 mi W of approach crs to runway 31.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Anchorage, Alaska	International 113'	Anchorage Radar	1, Amdt 2 [illegible] Nov 56	1 5 May 56

0	360	within	3000	Precision approach			
		25 mi		S-dn 9R	200-½	200-½	200-½
070	290	within	2200	A-dn	600-2	600-2	600-2
		15 mi		Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from radar site with sector azimuths progressing clockwise.

*Runways 27L, 33L, 3, 9R

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
9R & 3, climb to 3000 and proceed to Conyers Int via E crs ILS or climb to 3000 on NE crs ATL LFR within 20 mi.
15 R, climb to 2200, turn right and proceed to ATL VOR or proceed on SE crs of ATL LFR within 20 mi.
27L, 33L, climb to 3000 and proceed to Campbellton Int via W crs ILS, or turn left and proceed on SW crs of ATL LFR within 20 miles.

Major Changes: Adds alternate minima.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Atlanta,Ga	Atlanta 1024	Atlanta Radar	1, Amdt 1 29 Sep 1956	Orig 21 Jul 56

All directions		within	2500#	Surveillance approach			
		20 mi		T-dn	300-1	300-1	300-1*
				C-dn**	800-1	900-1	900-1½
				S-dn-18	700-1	700-1	700-1
				S-dn##	600-1	600-1	600-1
				A-dn	1000-2	1000-2	1000-2

# Radar control must provide 3 mi separation from radio tower 1582' located 4 mi SW of airport or maintain 2600'

* 200-½ authorized runway 23.

** All runways ##Runways 5,8,23

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Climb to 2500' and proceed direct to BHM-LFR or climb to 2600 and proceed to BHM ILS LOM or climb to 2000 and proceed direct to BHM VOR.

AIR CARRIER NOTE: No reduction in minimums authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Birmingham, Ala	Municipal 643'	Birmingham Radar	1, Amdt 1 9 Feb 57	Orig 11 Feb 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
All directions	radar site	within 25 mi	1800%	Precision approach			
				C-dn 4R	500-1*	600-1	600-1½
				S-dn 4R	200-½	200-½	200-½
				A-dn 4R	600-2	600-2	600-2
				Surveillance approach			
				T-dn	300-1	300-1	200-½
				S or Cdn**	700-1	700-1	700-1½
				C-dn*** #	600-1	600-1	600-1½
				S-dn*** #	600-1	600-1	600-1
				C-dn ##	500-1*	600-1	600-1½
				S-dn ##	500-1	500-1	500-1
				A-dn-all	800-2	800-2	800-2

% except 2300 when more than 6 mi from airport between NW & SW crs Boston LFR.
# CAUTION: Standard clearance not provided over 370' stack SW of airport
* 600-1 required when circling W of airport. ** 4L, 4R, 15 *** 22L, 22R ## 27, 33

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1300' on the N crs of the Boston LFR within 8 mi. Alternate missed approach when requested by ATC: climb to 1500' on E crs of the Boston LFR within 10 mi.

Major Changes: Terminal area maneuvering revised. ASR approach to Runway 9 eliminated.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Boston, Mass	Logan 19'	Logan Radar	1, Amdt 4 6 Aug 54	3 11 Jun 54

All directions		within 15 miles	2000	Precision approach			
				S-dn 11	400-1	400-1	400-1
				Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn 5-11	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make an immediate left turn to 320°, climb to 2000', then go direct to Bedford "HW" facility or as approach control directs.

LOSS OF COMMUNICATIONS PROCEDURE: Climb to 2000, then go direct to Bedford "HW" facility or as approach control directs.

CAUTION: 570' MSL tower 3 miles NE of airport.

NOTE: This procedure premised on the use of USAF GCA.

Major Changes: Alternate minimums added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Boston-Bedford, Mass	Hanscom 135'	Hanscom Radar	1, Amdt 1 18 Aug 1956	Orig 21 Jul 56

From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dist	Alt	Surveillance approach			
241	274	5	4500	10	4500	15	4500	20	4500	25	4500	30	5000	T-dn#	300-1	300-1	200-½
274	308	5	4500	10	4500	15	5000	20	5000	25	5000	30	6000	C-d	900-1½	900-1½	900-1½
308	349	5	4500	10	5500	15	6000	20	7000	25	7000	30	7000	C-n	900-2	900-2	900-2
349	087	5	5000	10	7000	15	8500	20	9000	25	10000	30	10500	S-dn-7	600-1	600-1	600-1
087	241	5	4500	10	5000	15	5000	20	5000	25	5000	30	5000	A-dn	900-2	900-2	900-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

#600-1 required for all take-offs when departing via SE crs BUR LFR. 300-1 required for take-off on all runways except rny 25 for more than 2-engine aircraft.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right and climb to 4100' on W crs of BUR ILS to LOM, or, when directed by ATC, climb to 3000' on SE crs of BUR LFR, then make 180° right turn continuing climb to 5000' while homing on BUR LFR and hold at BUR LFR in non-standard 2 minute pattern on SE crs, or if directed by ATC, climb to 5000' on SE crs of BUR LFR.

CAUTION: 2000' terrain 2.2 miles NE of airport rising to 3126' approximately 3.5 mi ENE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burbank, Calif	Lockheed Air Terminal 764'	Lockheed Radar	1, Orig 10 Nov 1956	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
185	060	within 20 mi	2500	Precision approach			
				S-dn 13R	300-¾	300-¾	300-¾
060	185	within 20 mi	2000	A-dn	600-2	600-2	600-2
				Surveillance approach			
				T-dn	300-1	300-1	200-½
				C or S-d*	400-1	500-1	500-1½
				C or S-n*	400-1½	500-1½	500-1½
				C or S-d**	600-1	600-1	600-1½
				C or S-n**	600-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Radar term. area trans. altitudes - all brngs are from the radar site with sector azimuths progressing clockwise.
*Dual runways 4, 9, 13, 18, 27, 31, 36. **Dual runways 22R & L.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2300 and proceed on N and S crs of Harvey LFR to Momence Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	Midway Radar	1, Amdt 4 15 Mar 1955	3 9 Jul 54

All directions		within 20 mi	2500	Surveillance Approach			
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*Runways 14R, 14L, 18, 22, 27, 9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make immediate turn to 050°, climbing to 2500' to SE crs NBU LFR. Proceed via SE and NW crs NBU LFR to Mundelein Int, or when directed by ATC climb to 2500 proceed to ORD ILS LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	O'Hare International 636'	O'Hare Radar	1, Orig 15 Dec 1956	None

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				Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn*	400-1	500-1	500-1½
				C-dn**	700-1	700-1	700-1½
				S-dn*	400-1	400-1	400-1
				S-dn**	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.
*Runways 4, 9, 13, 18, 31, 36.
**Runways 22, 27.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
runways 4, 36 and 31, climb to 2300' and proceed to New Baltimore Int. Runways 9, 13, 18, 22 and 27, climb to 2000' and proceed to ILS LOM.
Major Changes: Corrects runway identification.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cincinnati, Ohio	Greater Cincinnati 890'	Cincinnati Radar	1, Amdt 1 29 Oct 1955	Orig 20 Aug 55

S, NW, & N quadrants CLE LFR	Radar site	within 10 mi	2000	Precision approach			
				S-dn, 5L	300-¾	300-¾	300-¾
				A-dn	600-2	600-2	600-2
S, NW, & N quadrants CLE LFR	Radar site	10-30 mi	3000	Surveillance approach			
SE quadrant CLE LFR	Radar site	within 30 mi	3000	T-dn	300-1	300-1	200-½
				C/S-dn-all	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runway 27 - climb to 2000' on W crs of Cleveland LFR and proceed to Elyria FM; Runway 9 - climb to 2900' on N side
CAUTION: TV towers approximately 1950' approximately 7 mi ESE of airport.
of the E crs of Cleveland LFR to Parkman Int.; All runways except 9 and 27 - make a climbing right turn and proceed on the N side of the E crs of the Cleveland LFR to the Parkman Int at 2900'

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cleveland, Ohio	Cleveland-Hopkins 789'	Cleveland Radar	1, Amdt 2, 1 May 54	Amdt 1 26 Dec 52

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
All sectors	Radar Site	within 25 mi	2500	Surveillance Approach			
				T-dn	300-1	300-1	200-½
All sectors	Radar Site	within 35 mi	3000	C-dn*	500-1	500-1	500-1½
				C-dn**	600-1	600-1	600-1½
All sectors	Radar site	within 40 mi	4000	S-dn*	500-1	500-1	500-1
				S-dn**	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

*All runways except 5 and 36.
**Runways 5 and 36.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
runway 9, 12, 5, 18 and 36, climb to 2400' and proceed to E crs of Columbus LFR; hold within 10 mi of facility.
Runways 23, 27 and 30, climb to 2500' and proceed to W crs of Columbus LFR; hold within 10 mi of facility.
Major Changes: Missed approach altitude revised.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbus,Ohio	Port Columbus 816'	Port Columbus Radar	1, Amdt 2 30 Jul 1955	1,15 Aug 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
All directions		5-20 mi	2000	Surveillance approach			
Radar control must provide 3 mi or 1000 vert separation, or 3 to 5 mi and 500 vert. separation from radio towers - 1108 MSL 20 mi 2349 MSL 16 mi SSW - 1230 MSL 10 mi WNW of airport				T-dn	300-1	300-1	200-½
				C-dn*	400-1	500-1	500-1½
				S-dn*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*Runways 13-18-36 and 31. On approaches to runway 31 maintain at least 1400' MSL until within 3.5 mi of runway and 1000' MSL until within 1.4 mi of runway.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
All runways - proceed to DAL VOR or DAL LFR climbing to 2000'
CAUTION: 695 MSL tank 1.4 mi SE runway 31.
Major Changes: Remove Air Carrier Notes. Lower straight-in minima runway 31.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dallas,Texas	Love 485'	Love Radar	1, Amdt 3 26 May 1956	2 14 May 55

From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt			Surveillance Approach			
330	090	5	6600	10	7000	15	7000	20	7000	25	7000			T-dn	300-1	300-1	200-½
090	170	5	6600	10	7000	15	7000	20	8000	25	8000			C or S-dn*	500-1	500-1	500-1½
170	330	5	6600	10	7000	15	8000	20	9500	25	12500			C or S-dn**	600-1	600-1	600-1½
														C or S-dn#	400-1	500-1	500-1½
														A-dn	800-2	800-2	800-2

*Runway 3, 8R, 21, 35 ** Runway 26L, 30 # Runway 12, 17

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runways 21, 17, 12 (right turn Rwy 12) climb to 8900' on S crs DEN LFR within 25 mi. Alternate Missed Approach when directed by ARTC (1) climb to 6600' on E crs DEN LFR within 25 mi. (2) climb to 8900' on R-172 DEN VOR within 25 miles.
Runways 30, 35, 3, 8R (left turn Runways 3, 8) climb to 6300' on N crs DEN LFR within 25 mi. Alternate Missed Approach: when directed by ARTC (1) climb to 6600' on E crs DEN LFR within 25 mi (2) proceed direct to DEN VOR holding Pattern climbing to 7000'.
Runway 26L turn right climb to 6300' on N crs DEN LFR within 25 mi. Alternate Missed Approach: when directed by ARTC (1) turn right climb to 6600' on E crs DEN LFR within 25 mi (2) turn right proceed direct to DEN VOR holding pattern climbing to 7000'.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Denver,Colorado	Stapleton Airfield 5331'	Stapleton Radar	1, Orig 21 Apr 1956	None

From	To	Dst	Alt	Dst	Alt	Dst	Alt			Surveillance approach			
360	040	10	1900	20	2200					T-dn	300-1	300-1	200-½
040	065	10	1900	17	2200	20	2700			C-dn#	400-1	500-1	500-1½
065	095	10	1900	20	2200					S-dn#	400-1	400-1	400-1
095	122	10	1900	12	2200	20	2300			A-dn	800-2	800-2	800-2
122	230	10	1900	12	2200	20	1900						
230	295	10	2000	20	2200								
295	360	10	1900	16	2200	20	2500						

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.
#Runways 9L, 22L-R, 4L-R, 36, 18, 27L-R, 14, 32. Surveillance approaches to runway 9R NA due to antenna location and ground clutter.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runways 22L, 22R, 27R, 27L, 14 and 18, climb to 2300 on W crs DET LF to Ann Arbor LF Int.
Runways 4L, 4R, 9L, 36 and 32, climb to 2500, proceed to SVM VOR on 170R or when directed by ATC, (1) climb to 2300', proceed via W crs DET LFR to the DET LFR. Approaches to 9R NA due to antenna location & ground clutter.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit,Mich	Willow Run 716'	Willow Run Radar	1, Amdt 2 31 May 1956	1 22 Mar 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Galena LFR	Galena Radar		4000	Precision Approach			
				S-dn-25	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2
				Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 3000' on W crs Galena LFR within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Galena, Alaska	Galena 120'	Galena Radar	1, Amdt 3 21 Jun 1956	2 14 Apr 56

From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Condition			
												Surveillance approach			
360	080*	5	6000	10	6000	15	6000	20	8000	25	9500	T-dn#	400-1	400-1	400-1
080	110	5	3000	10	3000	15	3000	20	3000	25	3000	C-dn	400-1	500-1	500-1½##
110	235	5	1000	10	1500	15	1500	20	1500	25	1500	S-dn 4,32	400-1	500-1	600-1½
235	260	5	1500	10	1500	15	2000	20	2000	25	2000	A-dn	800-2	800-2	800-2
260	280	5	3000	10	3000	15	3000	20	3000	25	3000				
280	290	5	6000	10	6000	15	6000	20	6000	25	7000				
290	360	5	6000	10	6000	15	6000	20	6000	25	6000				

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise. * Intermittent Radar Coverage 360-080.
#All take-offs to NW (rny 32) will be restricted to 600-2 with left hand turn out recommended. (Air Carrier Note: Sliding Scale not authorized.) ## Landing on runway 14 restricted to 600-2.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1000' on southerly heading to Southgate Int. (Alternate missed approach procedures when requested by ATC) (1) climb to 2000' southeast heading and proceed to KOKO Head Int (2) climb to 2000' SW heading and proceed to Makai Int.
NOTE: HNL BVOR R-090 intersects C-L extensions of runway 4 and runway 32 0.9 miles out. Bearings of 096 and 093 from HNL LFR also indicate 0.9 miles out on runways 4 and 32 respectively.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Honolulu, Hawaii	International 10'	Honolulu Radar	1, Orig 31 Mar 1956	None

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From	To	Course and Distance	Minimum Altitude	Condition			
All directions between 5 and 20 mi.			2200	Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn#	400-1	500-1	500-1½
				C-dn##	500-1	500-1	500-1½
				C-dn*	600-1	600-1	600-1½
				C-dn**	700-1½	700-1½	700-1½
				S-dn#	400-1	400-1	400-1
				S-dn##	500-1	500-1	500-1
				S-dn*	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.
#Runways 3, 12, 30
##Runways 17, 35
*Runway 21
**Aircraft on any direct crs to Houston VOR may descend to 750' MSL from 5 mi Radar fix for circling approaches provided minimums are 700-1½ or better.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2200 straight ahead then proceed to Houston LFR or VOR or proceed as directed by ATC.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houston, Texas	International 50'	Houston Radar	1, Amdt 5 20 Apr 1956	4 22 Oct 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
280	120	within	2500*	Surveillance approach			
		20 mi		T-dn	300-1	300-1	200-½
120	280	within	2000	C-dn#	500-1	500-1½	500-1½
		20 mi		C or S-dn##	500-1½	500-1½	500-1½
				S-dn#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

*2800' within 3 miles of 1849 tower and 2900 within 3 miles of 1855 tower.

#Runways 4, 9, 13, 18, 27, 31, 36.

##Runway 22 - minimums higher due to ground clutter.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runways 4, 9, 13, 18, climb to 2900' on E crs IND, LFR and proceed to Greenfield Int, or as directed by ATC as follows: 1. climb to 2200' on S crs of IND LFR within 25 mi, 2. climb on SW crs ILS to 1900'; proceed to LOM.
Runways 22, 27, 31, 36, climb to 2000' on W crs of IND LFR within 15 miles of station or as directed by ATC as follows: 1. climb on SW crs ILS to 1900', proceed to LOM. 2. climb to 2100' on NW crs of IND LFR within 25 miles of station.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Indianapolis, Ind	Weir Cook Municipal 796'	Weir Cook Radar	1, Amdt 3 9 Jul 1955	2 10 May 54

All directions		within	1500*	Surveillance approach			
		20 miles		T-dn	300-1	300-1	200-½
				C-dn##	400-1	500-1	500-1½
				S-dn#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*Radar control must provide 3 miles separation from restricted area R-161.

#Runways 5, 9, 12, 18, 23, 27, 30. Straight-in to runway 36 NA due to restricted area.

##All runways.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1500' straight ahead, then proceed to JAX LFR or VOR or proceed as directed by ATC.
Major Changes: Straight-in minima lowered.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Jacksonville, Fla	Imeson 52'	Imeson Radar	1, Amdt 1 2 Jul 1955	Orig 15 Mar 54

King Salmon LFR	King Salmon Radar		4500	Precision Approach			
				S-dn-11#	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2
				Surveillance Approach			
				T-dn	300-1	300-1	200-½
				C-dn*	500-1	500-1½	500-1½
				A-dn	800-2	800-2	800-2

*Runways 11-18-29-36.

#300-½ required with approach lights inoperative.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb on SE crs King Salmon LFR to 4500' within 20 miles. Alternate Missed Approach: when directed by ATC, climb on SW crs King Salmon LFR to 1500' within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
King Salmon, Alaska	King Salmon 52'	King Salmon Radar	1, Amdt 3 2 Jul 1955	2 11 Jun 54

From -	To	within 5 mi	10 mi	25 mi			Surveillance approaches			
355	070	2500	2500	3100			T-dn	300-1	300-1	200-½
070	090	2500	2500	6500			C-d#	500-1	500-1	500-1½
090	180	2500	4000	6500			C-n#	500-1½	500-1½	500-1½
180	205	2500	2500	6500			A-dn#	800-2	800-2	800-2
205	280	2500	2500	2500						
280	355	2500	2500	NA						

Radar terminal area transition altitudes - all bearings are from radar site with azimuths progressing clockwise.
4L, 18, 22R

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
for runways 18 and 22R proceed to LOM climbing to 2300'
For runway 4L proceed to LFR or VOR climbing to 3000' or when directed by ATC climb to 4000 on NE (063) crs LFR or Radial 347 within 25 mi.
CAUTION: Prohibited area NW and high terrain SE.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Knoxville, Tenn	McGhee-Tyson 989'	Knoxville Radar	1, Orig 8 Oct 55	None

TRANSITION														CEILING AND VISIBILITY MINIMUMS			
From						To						Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
															65 Knots or Less	More Than 65 Knots	
From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt			Precision approach			
015	040	5	1500	10	1800	15	2000	20	5000	25	7500			S-dn-25L	200-½	200-½	200-½
040	060	5	1500	10	1500	15	2000	20	3000		3500			A-dn	600-2	600-2	600-2
060	085	5	1500	10	1500	15	1500	20	3000		3500			Surveillance approach			
085	135	5	1500	10	1500	15	1500	20	3000		3000			T-dn	300-1	300-1	200-½
135	150	5	1500	10	1500	15	2500	20	3000		4000			C-dn	500-1	600-1	600-1½
150	180	5	1500	10	2000	15	2500	20	3000		4000			S-dn*	400-1	600-1	600-1½
180	270	5	1500	10	1500	15	1500	20	3000		4000			A-dn	800-2	800-2	800-2
270	345	5	1500	10	2500	15	3500	20	5000		5000						
345	015	5	1700	10	2000	15	3000	20	5000		7500						

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.
*Runways 25L-R, 7L-R.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2000' on W crs of Los Angeles LFR within 25 miles of LAX LFR.
Major Changes: Raise small aircraft circling ceiling to 500' because of obstructions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Los Angeles,Calif	International 125	Los Angeles Int Radar	1, Amdt 9 14 Jul 1956	8 28 Mar 56

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		within		Surveillance approach			
All directions	Radar Site	25 mi	1800*	T-dn	300-1	300-1	200-½
Sector S of localizer	Radar Site	15 mi	1500	C-dn#	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

*except 2300 when within 3 miles of 1340 and 1349' TV towers 8-10 miles NE of airport.
#All runways except 14 day and night, and 32 night, which are not authorized.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2300' proceed to Memphis VOR or LFR.
AIR CARRIER NOTE: Take-offs with less than 200-½ NA on runway 14-32.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Memphis,Tennessee	Municipal 291	Memphis Radar	1, Amdt 1 15 Dec 1956	Orig 8 Mar 54

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		within		Surveillance approach			
All sectors	Radar site	25 mi	2500*	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn 1-19-7	400-1	400-1	400-1
				S-dn-13	500-1	500-1	500-1
				S-dn-25-31	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

* 3 mi lateral separation required from 1685' TV tower 8.7 mi N of airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runway 1 - climb to 2700' on N crs MKE-LFR within 20 mi.
Runway 19 - climb to 2000' on localizer crs to LOM.
Runways 7-13 - right turn climb to 2000' and proceed to the LOM.
Runways 25-31 - left turn climb to 2000' and proceed to LOM.
CAUTION: TV tower 1685' MSL 8.7 mi N of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Milwaukee, Wis	General Mitchell 698'	Milwaukee Radar	1, Amdt 2 16 Jun 56	1 29 Jan 55

All Sectors	Radar Site	within	2600	Precision Approach			
		22 mi		S-dn-29L	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2
				Surveillance Approach			
				T-dn	300-1	300-1	200-½
				C-dn#	500-1	500-1	500-1½
				C-dn-22	600-1	600-1	600-1½
				S-dn#	400-1	400-1	400-1
				S-dn-22	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

#Runways 4, 11R, 29L

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2600' and proceed to Hamel FM via NW crs MSP-LFR or via back crs ILS, or when directed by ATC as follows: 1. make left climbing turn to 2500' proceed out SW crs MSP to Jordan FM. 2. make left climbing turn to 2100 returning to MSP-LFR.
CAUTION: On approach to runway 11-R do not descend below 1700' MSL until Radar Controller has advised passing tower located 2.5 mi from approach end runway 11-R.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Minneapolis,Minn	Minneapolis-St.Paul International 840'	Minneapolis Radar	1, Amdt 5 1 Oct 1955	4 21 May 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
058	090		2500	Precision Approach			
090	058		2000	S-dn-4*	200-½	200-½	200-½
				A-dn-4	600-2	600-2	600-2
				Surveillance approach			
				T-dn#	300-1	300-1	200-½
				C-dn%	600-1	600-1	600-1½
				C-dn-22	900-1	900-1	900-1½
				S-dn%	600-1	600-1	600-1
				S-dn-22	900-1	900-1	900-1
				A-dn%	800-2	800-2	800-2
				A-dn-22	900-2	900-2	900-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

%Runways 4-11-29
*Runway 4 only - 200½ or runway visual range of 2600'; provided, that approaches conducted on the basis of reported runway visual range shall be governed by the following: (1) All components of the approach lights and high intensity runway lights shall be in normal operation and (2) descent below the authorized landing minimum altitude of 218' MSL shall not be made unless (a) visual contact with the approach lights has been established or (b) the aircraft is clear of clouds.
#Runway 4 only - runway visual range of 2600' may be utilized in lieu of 200-½ when 200-½ is authorized.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1000' on NE crs Newark LFR, then make left climbing turn to Paterson RBN at 2000' or when directed by ATC, (1) make climbing left turn to 2000 direct to Chatham RBN, or (2) make a right climbing turn to 1500' return to LOM.

Major Changes: Adds runway visual range minimums for take-offs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Newark, N J	Newark 18'	Newark Radar	1, Amdt 7 1 Dec 56	6 18 Feb 56

All directions	Radar site	within 25 mi	1500#	Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn 1, 5	500-1	500-1	500-1½
				C-dn#	400-1	500-1	500-1½
				C-dn##	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Runways 10, 14, 23, 28
Radar Control must provide 3 mi lateral or 1000' vertical separation from 623' MSL radio tower located 10.2 mi SE of MSY LFR.
Runways 19, 32

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1500' straight ahead, then proceed to New Orleans LFR or VOR or proceed as directed by ATC.
CAUTION: 409' radio tower 2.8 mi N of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New Orleans, La	Moisant Int 3'	New Orleans Radar	1, Orig 11 Jun 54	None

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		within		Surveillance approach			
All directions	Radar site	25 mi	2500	T-dn	300-1	300-1	200-½
E of NE-SW crs of LGA-LFR	radar site	15 mi	1500	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2
				Precision approach			
				S-dn-4	200-½	200-½	200-½
				A-dn	600-2	600-2	600-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 500' on heading of 043 make a climbing right turn to 1500' on 130° intersecting SW crs Mitchel LFR and proceed to the Long Beach Int. Contact Idlewild approach control for further instructions.
CAUTION: Ceiling minimums do not provide standard clearance over 278' stack 1.7 mi SSE of Runway 4R and 165' airport control tower.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	Idlewild Radar	1, Amdt 7 23 Feb 57	6 8 Dec 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
				Precision approach			
				T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				*S-dn-4	400-¾	400-¾	400-¾
				A-dn	600-2	600-2	600-2

* 500-1 required with approach lights inoperative.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1500' on NE crs of LaGuardia LFR or when directed by ATC: climb to a higher altitude or make a climbing right turn to 1500' and return to Flatbush FM.

CAUTION: Circling minimums do not provide standard clearance over obstructions.

Major Changes: Alternate missed approaches added.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	Laguardia 20'	Laguardia Radar	1, Amdt 6 16 Jun 56	5 25 Jun 55

All directions	Radar site	within 25 mi	1500	Surveillance approach			
				T-dn	300-1	300-1	200-½
				C or S-dn all	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1500' and proceed to Norfolk LOM.

CAUTION: Standard obstruction clearance not provided over 380' radio tower, 4 mi S of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Norfolk, Va	Norfolk 26'	Norfolk Radar	1, Amdt 1 11 Jun 54	Orig 1 Aug 53

From	- To	5 mi	10 mi	15 mi	20 mi	25 mi			Surveillance approaches		
030	055	2800	3000	5000	5000	5000			T-dn	300-1	300-1	200-½*
055	060	2800	3000	3200	3700	4000			C-dn#	500-1	600-1	600-1½
060	090	1800	3000	3200	3700	4000			A-dn	800-2	800-2	800-2
090	120	1200	2600	3200	3700	4000						
120	125	1200	1500	3200	3700	4000						
125	145	1200	1500	1500	1700	1700						
145	165	1200	1500	1500	1700	3600						
165	210	1200	1500	3000	3600	3600						
210	240	1200	2500	3000	3600	3600						
240	275	1800	2500	3000	3600	3600						
275	330	1800	1800	3000	3600	3600						
330	030	2800	3000	3000	3600	3600						

Radar terminal area transition altitudes - all bearings are from radar with azimuths progressing clockwise.

* 300-1 required runway 33 # Runways 27L-R, 9 L-R, 33

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2000' (right turn runway 9 R-L) on NW crs Oakland LFR within 15 mi (Richmond Int) or on R310 from Oakland VOR within 15 mi.

NOTE: MEA on approved routes may be substituted for above altitudes. After identification, aircraft may be vectored and descended in accordance with surveillance approach patterns.

Major Changes: Change airport name; revise altitudes; specify direction of turn after missing approach to Runway 9 L-R; revise alternate minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oakland, Calif	International 5'	Oakland Radar	1, Amdt 1 14 Apr 56	Orig 1 Dec 53

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
		within		Surveillance Approach			
000-090	Radar site	20 mi	3800				
090-180	Radar site	20 mi	2700	T-dn	300-1	300-1	200-½
180-270	Radar site	20 mi	2800	C-dn	400-1	500-1	500-1½
270-360	Radar site	20 mi	2800	S-dn-17, 35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runway 17 - climb to 2500' on 170 crs from Tulakes RBN or S crs ILS within 20 mi.
Runway 35 - climb to 3100' on crs of 350 from LOM or N crs ILS within 20 mi or when directed by ATC.
Runway 17, 35 - proceed to VOR climbing to 2500 or climb to 2700 on E crs LFR within 20 mi.
NOTE: 300-1 required for take-off on Runways 8-26.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City, Okla	Will Rogers Field 1283'	Oklahoma City Radar	1, Orig 14 Jul 56	None

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		within		Surveillance approach			
North Quadrant PHL LFR		20 mi	2300	T-dn	300-1	300-1	200-½
North Quadrant PHL LFR		10 mi	1800	C-dn#	500-1	500-1	500-1½
NW Quadrant PHL LFR		20 mi	2000	C-dn-4, 22	600-1	600-1	600-1½
NW Quadrant PHL LFR		10 mi	1500	S-dn#	500-1	500-1	500-1
SW & SE Quadrant PHL LFR		20 mi	1500	A-dn	800-2	800-2	800-2

# Runways 9, 17, 27, 35

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2500' or higher altitude when requested by ATC: Proceed to Mt. Holly Int alternate missed approach procedures (when requested by ATC)
(1) climb to 1500' and proceed to LOM or
(2) climb to 1500' and proceed to Elmer Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Philadelphia, Pa	International 10'	Philadelphia Radar	1, Orig 7 May 55	None

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		within		Surveillance Approach			
all directions	Radar site	10 mi	2500*	T-dn	300-1	300-1	200-½
all directions	Radar site	40 mi	3000*	C-dn	500-1	500-1	500-1½
				S-dn	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

* or MEA when lower.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Missed approach to runways 5, 10, and 14; climb to 3000' and proceed to River RBN.
Missed approach to runways 23, 28 and 32; climb to 3000' and proceed to Clinton RBN.
Major Changes: Revises missed approach altitudes.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pittsburgh, Pa	Greater Pittsburgh 1168'	Pittsburgh Radar	1, Amdt 1 6 Aug 55	Orig 19 Jan 54

From	- To	5	10	15	20	25
010	018	1600	2400	3300	3500	7000
018	035	1600	2400	4600	5400	7000
035	064	1600	2400	4600	5400	6000
064	110	1700	2100	3100	5000	6000
110	120	2700	2700	2700	3000	6000
120	161	2700	2700	2700	3000	4000
161	191	2700	2700	2700	3000	3000
191	250	2700	2700	2700	3000	4000
250	270	2700	2500	2500	3000	4000
270	293	1600	2500	2500	3400	4000
293	300	1600	1600	2300	3400	4000
300	340	1600	1600	2300	3000	4000
340	351	1600	1600	2300	3500	4000
351	358	1600	1600	3300	3500	4000

Surveillance approach			
T-dn*	300-1	300-1	200-½
C or Sdn-11	800-1	800-1	800-1½
C or Sdn#	900-1	900-1	900-1½
A-dn	900-2	900-2	900-2

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Portland, Ore	International 23'	Portland Radar	1, Orig 25 Sep 53	None

(Panel 1)(See Panel 2)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots

Portland, Ore International (Continued from Panel 1)

358 010 1600 2400	3300 3500 4000						

Radar terminal area transition altitudes - all bearings are from radar with azimuths progressing clockwise.
* 300-1 for runways 2, 7, 11, 20, 25
# runways 10, 20, 28

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runways 10 & 11: execute climbing left turn, climb to 3000' proceeding direct to PDX L-F range or PDX VOR; thence hold on the E side of the N crs of the PDX L-F range or on the W side of the 331 Outbnd brng from the PDX VOR within 10 mi of the respective stations.
Runway 20: climb to 3000 on the S crs of PDX L-F range or on the 174 Outbnd bearing from PDX VOR within 25 mi of respective stations. (Climb to 2000' within 10 mi of PDX L-F range or within 17 mi of PDX VOR)
Runway 28: Execute climbing right turn, climb to 3000', proceeding direct to the PDX L-F range or PDX VOR: thence hold on the E side of the N crs of the PDX L-F range or on the W side of the 331 Outbnd brng from the PDX VOR within 10 mi of the respective station.

Aircraft smaller than DC-3 not authorized for ASR instrument approaches to Runway 20 due to loss over radar clutter during final approach.
CAUTION: 633' MSL radio tower 3½ mi W - also 630' MSL terrain 2½ mi SE.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Portland, Ore	International 23'	Portland Radar	1, Orig 25 Sep 53	None

(Panel 2)

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
		within		Surveillance approach			
100-190		25 mi	2200*	T-dn	300-1	300-1	200-½
190-100		25 mi	2000	C-dn	500-1	500-1	500-1½
				S-dn	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes- all bearings are from the radar site with sector azimuths progressing clockwise.
* 2600 within 3 mi of 1550 TV tower 20 mi S of airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2000' on W crs STL LFR to St. Peters Int, or when directed by ATC, climb to 2200' on S crs STL LFR to the Barracks Int.
Major Changes: Revises terminal area maneuvering altitudes; lowers SDN visibility minimums for more than 2 eng aircraft; revises Kirkwood Int to Barracks Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
St. Louis, Mo	Lambert Field 558'	St Louis Radar	1, Amdt 1 29 Jan 55	Orig 21 Jun 54

From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt			Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
														Surveillance approach			
360	110	5	8000*	10	11500*	15	13500*	20	13500*	25	13500*			T-dn**	300-1	300-1	200-½
110	120	5	6000	10	11500*	15	13500*	20	13500*	25	13500*			C-dn#	500-1	600-1	600-1½
120	150	5	6000	10	6000	15	13500*	20	13500*	25	13500*			S-dn#	500-1	500-1	500-1
150	175	5	6000	10	6000	15	7500	20	12500*	25	12500*			A-dn	800-2	800-2	800-2
175	180	5	6000	10	6000	15	12500*	20	12500*	25	12500*						
180	250	5	6000	10	10500*	15	12500*	20	12500*	25	12500*						
250	276	5	6000	10	6000	15	7000	20	8000	25	9000						
276	280	5	6000	10	6000	15	8500*	20	8500	25	9000						
280	300	5	5400	10	6000	15	8500*	20	8500	25	9000						
300	316	5	5400	10	5400	15	8500*	20	8500	25	9000						
316	335	5	5400	10	5400	15	5400	20	6500	25	6500						
335	340	5	5400	10	5400	15	5400	20	13500*	25	13500*						
340	360	5	5400	10	5400	15	13500*	20	13500*	25	13500*						

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

* Continuous radar coverage not available
# Runways 16 L-R, 34 L-R, 14
** 500-2 required for take-off runway 7.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn W, climb to 8000' on W crs Salt Lake City LFR to Stansbury Int, then to 9000' on track of 335 to promontory point. Alternate missed approach - turn W, climb to 11,000' on W crs Salt Lake City LFR or on 248 Outbnd track from Salt Lake City VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No Dated
Salt Lake City, Utah	Salt Lake City 4222'	Salt Lake City Radar	1, Orig, 12 Nov 55	None

TRANSITION									CEILING AND VISIBILITY MINIMUMS			
From				To			Course and Distance	Minimum Altitude	Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
										65 Knots or Less	More Than 65 Knots	
From -	To	5 mi	10 mi	15 mi	20 mi	25 mi			Surveillance approaches			
000	037	500	1300	1700	3000	3200			T-dn *	300-1	300-1	200-½
037	075	500	1300	1700	2000	3200			C or Sdn#	500-1	600-1	600-1½
075	088	500	1300	1700	1700	3200			A-dn	800-2	800-2	800-2
088	121	500	1300	1700	1700	1700						
121	130	500	1300	1700	1700	4000						
130	137	500	1300	1700	3500	4000						
137	162	2500	3000	3500	3500	4000						
162	170	2500	3000	3500	3500	3500						
170	301	2500	3000	3000	3000	3000						
301	324	2500	3000	3000	3000	3600						
324	328	2500	3000	3000	2000	2000						
328	338	2500	3000	1700	2000	2000						
338	351	500	1300	1700	2000	2000						
351	360	500	1300	1700	2000	3200						

Radar terminal area transition altitudes-all brngs are from radar site with sector azimuths progressing clockwise

# Runways 28 L-R, 19 L-R * 300-1 required for 19 L-R

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
For Runways 28 L-R, climb to 3000' on NW crs of San Francisco LF range within 25 mi.
For runways 19 L-R, turn left and home on SFO LOM climbing to 2000'

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Francisco, Calif	Int'l 11'	San Francisco Radar	1, Amdt 1 29 May 54	Orig, 28 May 54

From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
														Surveillance Approach			
006	020	5	1600	10	2500	15	3000	20	3000	25	3000			T-dn	300-1	300-1	200-½
020	095	5	1600	10	2500	15	4000	20	5500	25	6500			C-dn#	500-1	500-1	500-1½
095	112	5	1600	10	2000	15	2000	20	5500	25	6500			S-dn 16-34	400-1	400-1	400-1
112	125	5	1600	10	2000	15	2000	20	2000	25	4000			A-dn	800-2	800-2	800-2
125	150	5	1600	10	1700	15	2000	20	2000	25	4000						
150	205	5	1600	10	1700	15	2000	20	2000	25	2000						
205	250	5	1900	10	1900	15	2000	20	2000	25	2000						
250	290	5	1900	10	1900	15	2000	20	3500	25	3500						
290	305	5	1900	10	1900	15	2000	20	2000	25	3000						
305	328	5	1600	10	1600	15	2000	20	2000	25	3000						
328	006	5	1600	10	1600	15	2000	20	2000	25	2500						

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

#Left turn approach to runway 20 NA.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runways 2, 29, 34 climb to 2000' on NW crs Seattle LFR 297° Outbnd within 25 miles of station.
Runways 7, 11, 16, 20, 25 climb to 2000' on Seattle ILS localizer crs 158° Outbnd within 13 miles of localizer station; or, climb to 2000' on 158° Outbnd crs Seattle LOM within 8 mi of station. Alternate Missed Approach: All runways, when requested by ATC, climb to 2000' on 230° R SEA-VOR within 20 mi of station.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Seattle, Wash	Seattle-Tacoma Int. 424'	Seattle-Tacoma Radar	1, Amdt 1 17 Mar 56	Orig 31 Aug 54

From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Spokane LFR	Spokane Geiger Radar		#	Precision Approach			
Pine City MH-FM	Spokane Geiger Radar		#	S-dn-20	300-1	300-1	300-1
Harrington FM	Spokane Geiger Radar		#	A-dn	600-2	600-2	600-2
Rockford FM	Spokane Geiger Radar		#	Surveillance Approach			
Spokane LOM	Spokane Geiger Radar		#	T-dn	300-1	300-1	200-½
Spokane VOR	Spokane Geiger Radar		#	C-d	500-1	500-1	500-1½
				C-n	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

as directed by Radar Controller (Military)

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 4500' to intercept and climb on N crs Spokane LFR within 25 Mi; all turns on W side.
Alternate missed approach when directed by ATC proceed to Spokane ILS-LOM climbing, continue climb to 4000' on 203 track within 25 mi of Spokane LOM, or climb to 4500' on 360 Outbnd crs from Geiger VOR within 25 mi - all turns on W side.
NOTE: Military facility hours of operation 0730 to 1930 Monday through Saturday - 40 minutes standby service all other times.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spokane, Wash	Geiger Field 2372'	Geiger Radar	1, Orig 12 Mar 55	None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
E, W, & S Quadrants DCA-LFR	Radar Site	within	1500	Precision Approach			
		25 mi		S-dn-36	200-½	200-½	200-½
N Quadrant DCA-LFR	Radar Site	within	1800	A-dn	600-2	600-2	600-2
		25 mi		Surveillance approach			
All Quadrants	Radar Site	within	2500*	T-dn	300-1	300-1	200-½
		40 mi		C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

*Exclusive of danger and prohibited areas.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make a climbing left turn as soon as practical and climb to 1800' or a higher altitude when requested by ATC on NW crs of Washington LFR to Herndon Int.
CAUTION: Circling minimums do not provide standard clearance over monument 1.8 miles N of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Washington, D C	National 16'	Washington Radar	1, Amdt 6 7 May 1955	5 20 Jun 54

Since this revision does not involve any substantive changes, compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act is not required. Therefore, this revision will become effective upon publication in the FEDERAL REGISTER.

[SEAL]

WILLIAM B. DAVIS,
Acting Administrator of Civil Aeronautics.

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